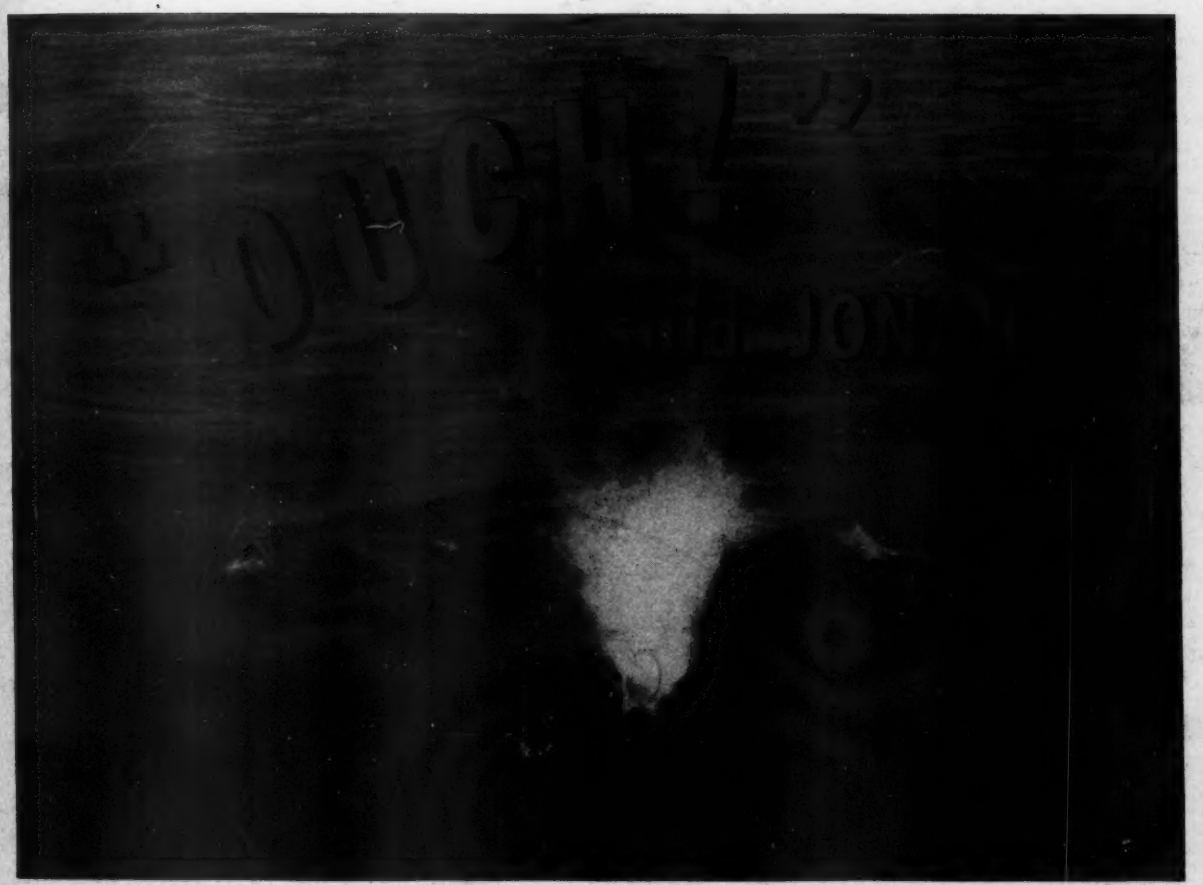
ATLANTIC FISHERMAN

MARCH
1951



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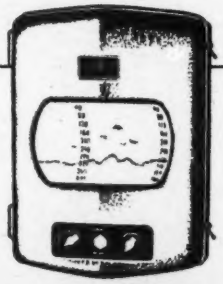

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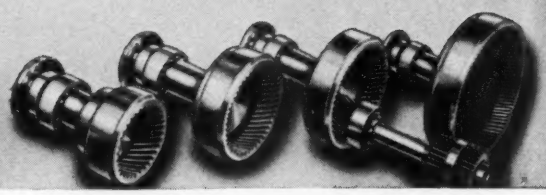

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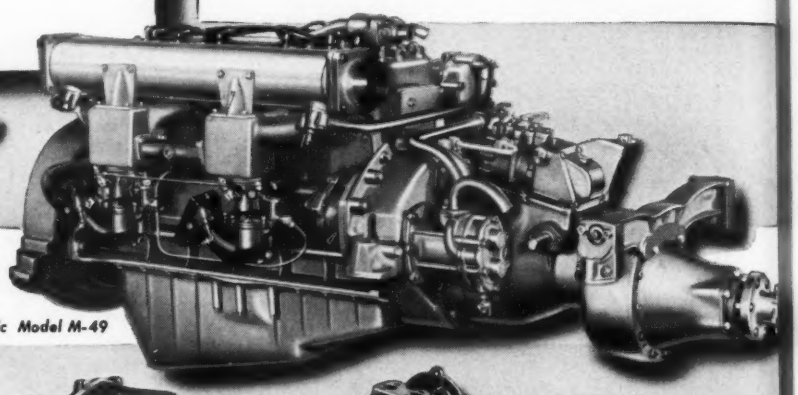

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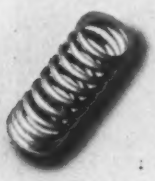

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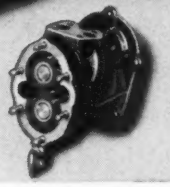

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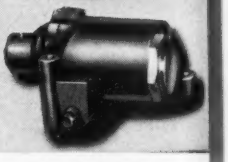

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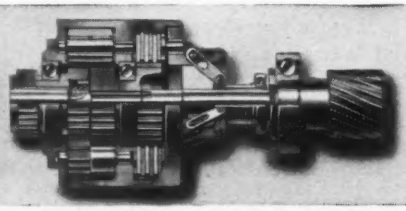

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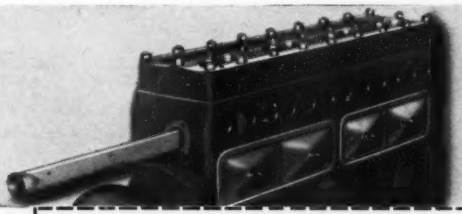

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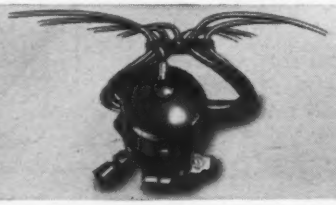

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Revisions in Reciprocal Trade Act Needed to Protect Fisheries

Speaking for tuna fishermen, cannery workers, tuna canners, and all other segments of the fish canning industry, Donald P. Loker of the High Seas Tuna Packing Co., San Diego, Calif., told the Senate Finance Committee on February 28 that the reciprocal trade agreements program does not attain its objective and should not be extended by Congress without new safeguards for American producers. He urged that the Committee report H. R. 1612 in the same form in which it was passed by the House.

The House Bill contains a "peril point" amendment providing for Congressional notification by the President prior to any reduction of tariffs below a danger level determined by the Tariff Commission. The Bill also includes a ban on extension of any tariff reductions or trade concessions to Russia or to Russian-dominated countries, and an "escape clause" designed to allow a simple procedure whereby industries injured by tariff reductions can get relief upon appeal to the Tariff Commission.

The escape clause provides that when a product on which a concession has been granted, is being imported into this country in such amounts as to threaten seriously the domestic industry, then the concession may be suspended, withdrawn, modified, or import quotas established.

In his statement to the Senate Committee, Mr. Loker said: "After six years of futile effort before various Governmental committees, trying to correct profound lack of understanding of the problems of our industry, we have come to the conclusion that our experience, along with the historical record of many other industries in this country, suffering like treatment, proves that such a program is not helpful to the national economy, and that we must henceforth oppose vigorously any further authorization by the Congress of a continuation of the reciprocal trade agreements program as it has heretofore existed.

"We are not taking this position arbitrarily, however," he continued, "and if the Congress will provide in the Act itself the necessary safeguards to protect industries such as ours, we would have no further objection to the continuation of the program."

Mr. Loker suggested that whenever a trade agreement on a commodity is negotiated, it be mandatory that qualified representatives of the industry be included in the official delegation, either as delegates or advisors.

As to giving the fishing industry the protection it should have, Lawrence J. Hart of the Gloucester Fisheries Association, in his statement to the Senate Committee said, "Some form of annual quota, either in relation to domestic production or to domestic consumption, must be established—a quota that will be equitable and fair to our neighboring countries to the North, but at the same time equitable and fair to ourselves.

"We subscribe to the principle of reciprocity. We do not object to fair competition on at least somewhat of an equal basis. We expect to share our markets to a reasonable extent with our neighbors to the North; but we do not feel we should be expected to share to the extent that we shall put ourselves out of business."

In 1939, groundfish fillet imports amounted to 9½ million pounds, representing less than 10% of the United States fillet production. In 1950, the fillet imports reached over 66 million and represented 47% of the domestic output.

The protective effect of the 2½ cent duty on groundfish imports now is well under one-half of what it was originally. In 1939, the duty was 33% of the import price of fillets, whereas in 1950 it was only 14%.

It is readily apparent that the fishing industry needs additional protection from imports. The provisions for relief contained in the House Bill on the extension of the Reciprocal Trade Act are desirable. They would provide an opportunity for the fisheries to effectively voice their problems in meeting the threat of increasing imports.

ATLANTIC FISHERMAN

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The Magazine for Fish and Shellfish Producers On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXII MARCH 1951 NO. 2

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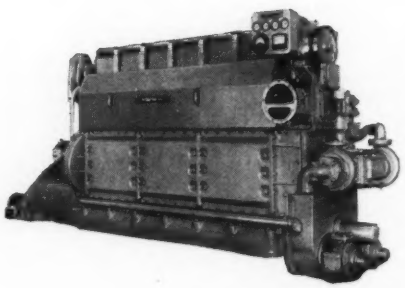

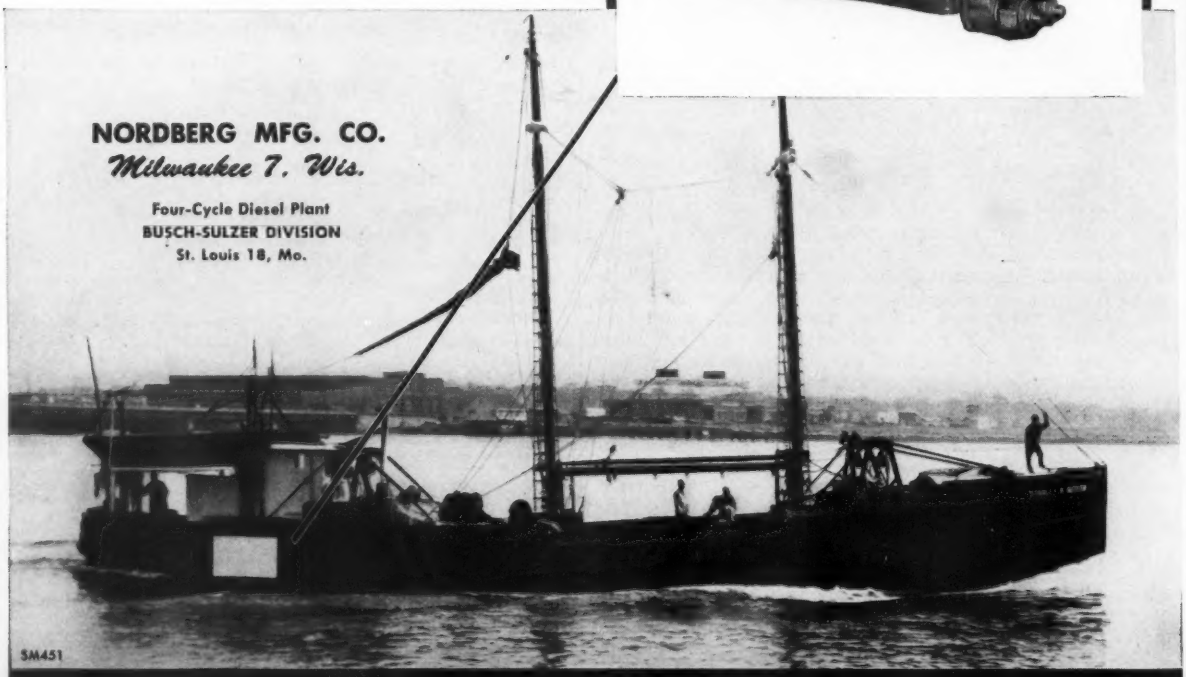

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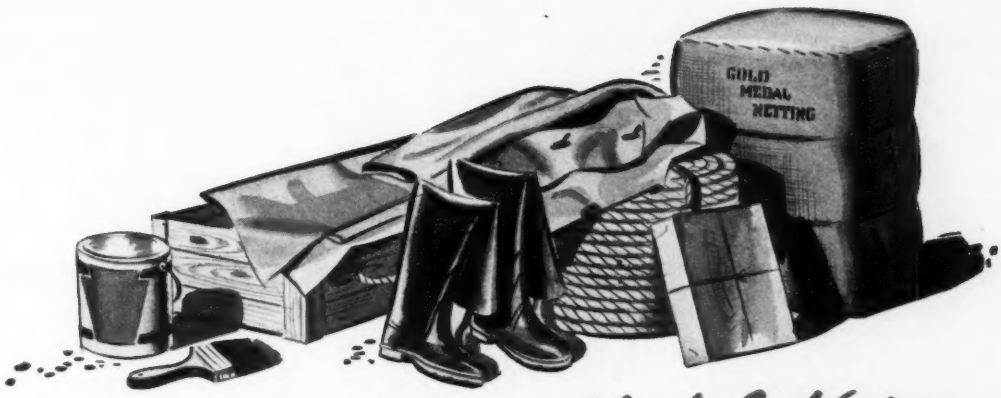

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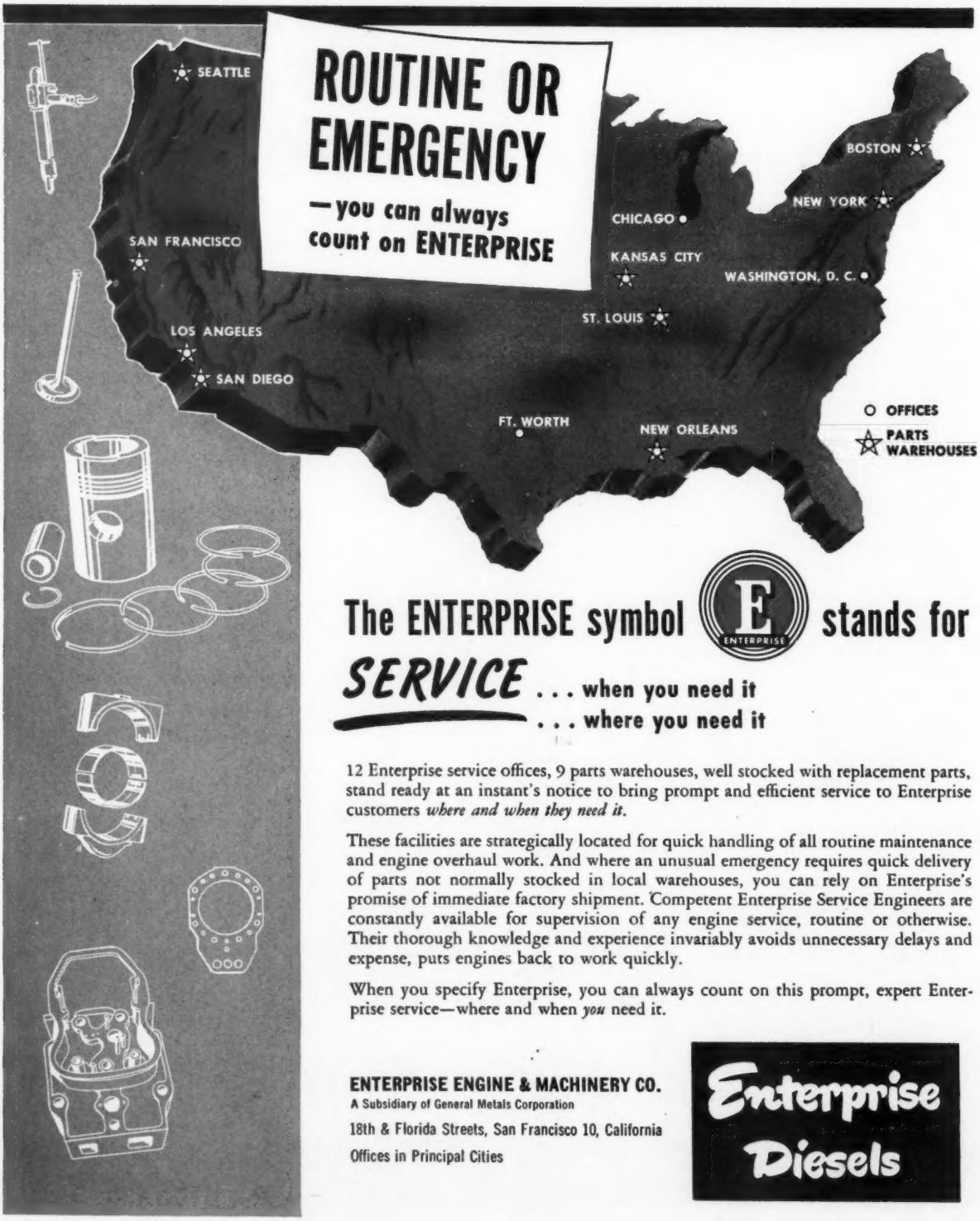

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FISH CONSUMPTION Prospects are that civilian per capita consumption of fishery products in 1951 will be slightly higher than a year earlier, according to an outlook report prepared by the Bureau of Agricultural Economics, U. S. Department of Agriculture, in cooperation with the U. S. Fish & Wildlife Service.

Stocks of frozen fish and shellfish at the beginning of the year appeared to be sufficient for domestic needs until early Spring when commercial fishing activities expand seasonally. Supplies of canned fishery products, except for salmon, are expected to continue large enough to meet the anticipated domestic and foreign demand but prices will probably remain somewhat above those of the previous year until the 1951 packs begin moving to market in large volume after mid-year.

Foreign trade in fishery products is not expected to differ much from the 1950 pattern. Imports of fresh, frozen, and canned fish are likely to be about as large in 1951 as a year earlier, and not much change in exports is anticipated. An increase in the tariff on canned tuna may deter imports of this commodity.

EMERGENCY COMMITTEES Pending the establishment of industry advisory committees for the fishing industry by the Government agencies of Defense Fisheries Administration, Office of Price Stabilization, and National Production Authority, National Fisheries Institute President Irving Usen has named an emergency committee.

Members include F. M. Bundy, Gloucester, Mass.; Elliott Hudgins, Baltimore, Md.; Morgan Daniel, Port Lavaca, Texas; Aldo Casaretto, Los Angeles; Lionel Shatz, San Francisco; Henry Goodrich, Astoria, Oreg.; E. A. Ruthford, Seattle, Wash.; Jack Mendenhall, Ketchikan, Alaska; R. P. Fletcher, Jr., Chicago. The members were chosen on a geographical basis and their functions will pertain primarily to the problems of the fresh and frozen fish industry.

The National Fisheries Institute's By-Products Emergency Committee met recently in Washington to consider the effect of the recent price freeze on the industry and to discuss recommendations, to its members, regarding how they can best maintain service to their customers during this period of uncertainty.

The Committee made a detailed study of the operations of the industry under World War II regulations and considered how improvements could be made during this emergency so as to keep fishery by-products in their normal channels of trade.

DFA FIELD OFFICE The appointment of Francis J. Anderson as supervisor of the Area 2 operations of the Defense Fisheries Administration has been announced. The Area 2 office of DFA will be established temporarily in the Market News Office of the Fish & Wildlife Service at 155 John Street, New York, N. Y.

Anderson will handle local material, production, manpower and other problems confronting the fishing industry in Rhode Island, Connecticut, New Jersey, Delaware, and the eastern sections of New York and Pennsylvania, as a result of the stepped-up defense production operations. He also will serve in a liaison capacity between the area's fishing industry and the Washington offices of DFA. With this regional setup, many problems can be solved quickly at the local level without referral to the Washington headquarters.

Anderson entered the employ of the Fish & Wildlife Service in 1938 and was formerly in charge of the Fishery Market News Office in New York; in addition to these duties, he served as Deputy Area Coordinator of the Office of Fisheries Coordination during part of World War II. The functions of OFC were similar in many respects to DFA.

PRICE CEILINGS An appeal in the form of a petition to exempt frozen fish (except tuna and small shrimp for canning) from price control has been denied by the Office of Price Stabilization.

OPS also has officially declared that fresh cooked crabmeat not preserved in hermetically sealed containers is considered as "fresh fish and seafoods" in the meaning of the general price ceiling regulation. Therefore, such fresh cooked crabmeat is exempt from price ceilings established by the regulation.

Some of the more pertinent and pressing problems facing the price agency and the Defense Fisheries Administration, which is charged with production, are:

1. East Coast fish of the North Atlantic have no ceilings at the boat level or any other level, and the Spring season has almost arrived.
2. The shrimp industry is about to descend on Washington either seeking ceilings across the board or demanding that they be eliminated altogether.
3. At this point, no one knows whether percentage mark-up regulations or dollars and cents ones will prevail for the OPS Fish Section.

Complaints have flooded the Fish Section of the OPS with regard to the ceiling on frozen fish and shellfish. It is reported that more and more processors of seafood are finding it impossible to purchase fresh fish at uncontrolled prices and sell at a profit under the limited ceiling permitted on frozen seafood during the base period.

After canvassing many of its officers and members, the National Fisheries Institute took the position that frozen fish and shellfish prices should be de-controlled. N.F.I. has pointed out to the Government that the fishing industry is now at the height of its best sales season and that it is highly important that seafood be permitted to move into the markets in an orderly manner.

OPS has been told that the producers of frozen shrimp are unable to take care of chain store requirements on the frozen product, as upward fluctuations in the fresh shrimp market cannot be absorbed. Thus, every day that the ceiling on frozen shrimp remains in effect the shrimp industry is taking a loss in business. Distribution of the frozen product by chain stores throughout the country represents one of the biggest outlets to the consumer, and it is impossible to replace the frozen product with the fresh one.

SCARCE MATERIALS The Defense Fisheries Administration has made a nationwide survey of material requirements of the fishing industry, as requested by the National Production Authority. The information is necessary to the establishment of an orderly system of programming production of, and apportioning, scarce materials. Because of the expanded military program, it is possible that a "controlled materials plan" may be implemented as early as the third quarter of 1951.

Some 30 members of the Fish & Wildlife Service staff assisted DFA in making the survey. Service personnel called on representatives of the industry and asked their assistance in figuring typical unit requirements, and from these, arrived at estimates for total requirements of segments of the fishery industries.

ODORLESS FISH REDUCTION A completely odorless process for converting all fish house waste—fish heads and innards, shrimp and crawfish heads and similar items—into a highly potent source of vitamins and minerals for fortifying cattle and poultry feed is reported to have been developed by Fred W. Davis, former University of Miami research chemist. Davis' company, which is called Chemurgic, Inc., is located at Fort Pierce, Fla.

Davis claims that with his chemical treatment, salt water crawfish ("rock lobster") heads, have been kept as long as a month without refrigeration and without any

(*Continued on page 45*)

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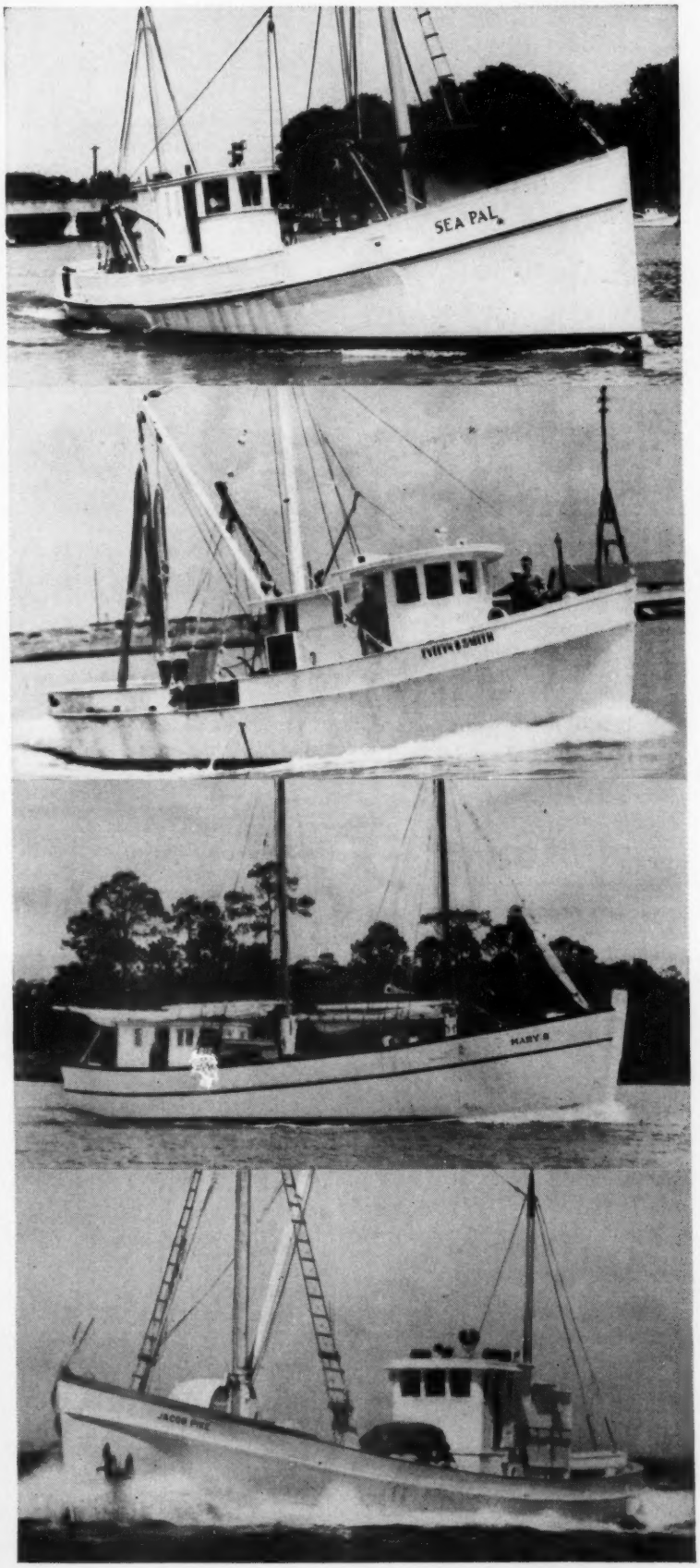

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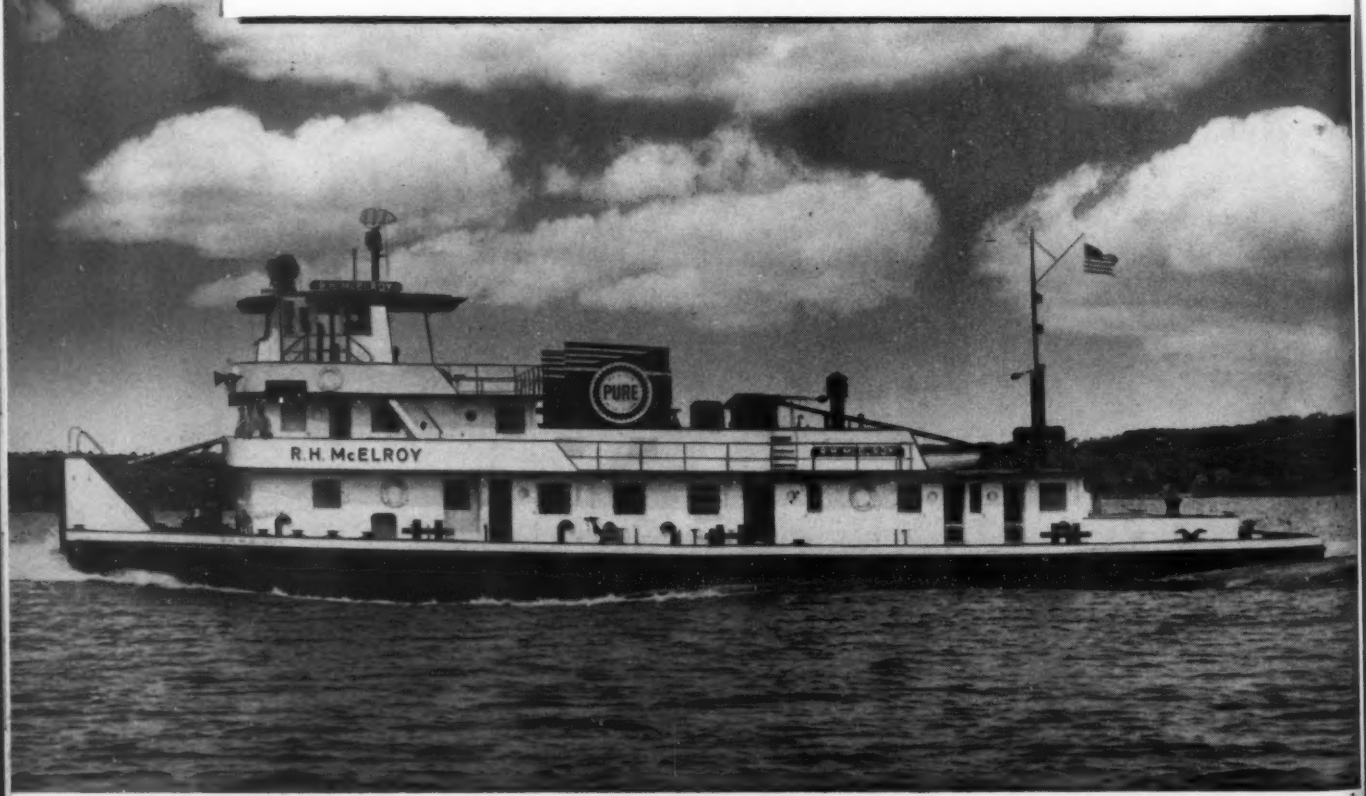

Clams Making Comeback in Massachusetts

Several Cape Cod and North Shore Areas Have First Good Natural Clam Sets of Recent Years

THERE are encouraging signs of a natural recovery on the part of the Massachusetts clam population. Long barren clam producing areas on the North and South Shores are now reported to be thickly reseeded with a natural set of clams, the first of recent years. Furthermore, completion of the Nut Island sewage disposal plant in Boston Harbor may allow the State Department of Public Health to open hundreds of acres of clam grounds around Peddocks Island, Weymouth, Quincy and Hingham Bays.

The establishment of the clam chlorination plant authorized for the Boston area by the 1949 Legislature will open still other areas now closed to digging. At present there is only one clam chlorination plant in the State—at Newburyport—and its capacity is 150 barrels of clams per day. It is hoped to better that capacity, perhaps even double it, when the new plant is built.

Duxbury Bay Has Good Set

Clam areas which are now reseeded include two miles of the Duxbury Bay shoreline from the Duxbury Yacht Club south to the Standish Shore section, which has the best natural set of soft-shell clams since the early 30's, according to Duxbury shellfish officer Henry McNeil. McNeil estimated that the seed clams are packed into the newly seeded area at a rate of about 2000 per square foot, but pointed out that lots of things can happen before they reach legal size.

Marshfield's Shellfish Warden, Guy Kieth, reports a similarly heavy clam set on the South River flats, in some spots as many as 1600 per square foot.

Marine Fisheries Division biologist Charles Wheeler of Falmouth claims that there are encouraging signs of a natural comeback on the part of the clams on Cape Cod and the North Shore, too. Two spots in Barnstable Bay, Scorton Creek and the Calf Pasture, are heavily seeded now. On the North Shore, the Pines River in Saugus had a good set this year.

Clam Enemies a Problem

Dr. Harry Turner of the Woods Hole Oceanographic Institution, who has been conducting a soft-shell clam study for the Commonwealth throughout the past several years, pointed out that clam enemies have been one factor contributing to the clam shortage.

"We've found out that in those heavily polluted areas, with lots of clams unfit for human consumption, there are no natural clam enemies," he said. "And in those unpolluted areas where overdigging reduced the clam population to near extermination, our efforts at reseeding have been hampered by the fact that the natural clam enemies—the horseshoe crab and the cockle or borer—concentrate on and generally reduce the planted areas."

"We planted 60 bushels of seed in Plymouth Harbor two years ago," Wheeler said. "The cockles cleaned them up in two months. The same thing happened in many another spot, too."

The fight to re-establish clams in once productive areas of Massachusetts has been an expensive one. The clam producing coastal towns have spent about $1,000,000 and the Commonwealth about $125,000 in what until now has been a seemingly futile battle.

Commenting on the reason why the 1950 clam set was so much heavier than those of recent years, Turner said: "It looks cyclical to me." He pointed out that the Bay State clam industry went through several boom and bust periods during the first half of this century.

Back in 1910, the South Shore flats were supposedly cleaned out. Only a few years later, Duxbury Bay was supporting one of the largest continuous clam harvesting operations the area has ever known.

But in the mid-20's, clams had once again all but vanished from most of the State's clam producing areas. In 1936 Bernard J. Sheridan, then Supervisor of Marine Fisheries, complained that the worst enemy of the soft-shell clam was not the cockle or horseshoe crab, but the hot dog. Massachusetts residents were not eating nearly enough clams, he said.

The intensive digging of the World War II years cleaned out the beds in most of the State's producing areas. The clam fishery has never quite recovered from this and clams have had to be imported from Maine and Canada at the rate of about $9,000,000 worth each year ever since. Massachusetts production is valued at about $1,000,000 per year now.

Size of the Parent Clam Stock

Many of the coastal inhabitants of Massachusetts attribute past scarcities of clams to the weather, hurricanes, or the disappearance of eel grass. Others consider overdigging the greatest single cause. In general there are few facts and rather a considerable volume of unsupported opinion.

The following discussion, excerpted from a report prepared by the Woods Hole Oceanographic Institution on investigations of methods of improving the shellfish resources of Massachusetts, is intended to elucidate certain features in the natural history of the soft-shell clam that affect its survival and to point out promising lines for future investigations.

It is reasonable to assume that the size of the parent stock has some relationship to the ability of a population of soft-shell clams to propagate. This view often has been questioned, since the immense number of eggs produced by a single female clam creates the impression that more young can be produced from even a small breeding stock than available space can accommodate. However, if it is possible to show that the production of larvae is adversely affected when the parent stock is extensively exploited, it may then be possible to determine

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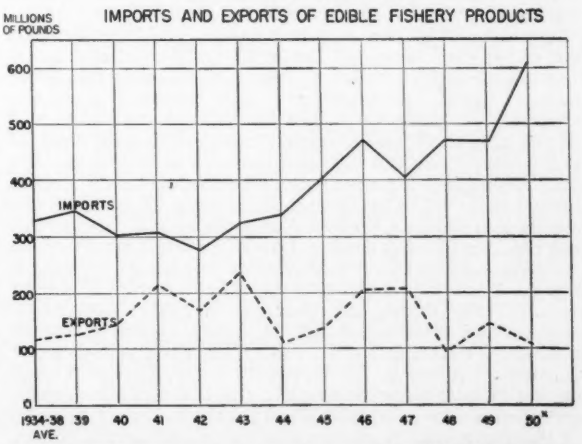


Trend of United States imports and exports of edible fishery products, in millions of pounds. From the 1934-38 average of approximately 115 million lbs., exports climbed to a high of 230 million in 1943, but last year dropped to slightly over 100 million. Imports, however, have shown a steady increase with the exception of slight drops in 1942 and 1947, now being almost double the 1934-38 average of 330 million.

Choosing the Best Finishes for Spring Painting

By Capt. Elwell B. Thomas

AGAIN the time has come to look the situation over and plan your Spring painting. While conditions may vary in regard to different boats, depending particularly whether they wintered afloat or ashore, the primary fact is that if you use the best materials obtainable and turn out the best work possible, you will have a better looking boat which will last longer.

In speaking of "best materials", I do not necessarily mean the most expensive materials, for price is not always a criterion. We are of the opinion that some lower priced paints serve equally as well for any but the most highly polished racing boats.

As to the best workmanship, this also means the best hull condition prior to painting, and does not mean painting the topsides from a dory or skiff to save hiring the yard for the job when you haul. A proper paint job on topsides cannot possibly be obtained in this manner, as wood is not suitably dry, especially near the waterline. Besides, there may be small sections of a seam that should be caulked, as well as other minor matters that will not receive proper attention when you are working from alongside with the boat overboard.

If the Winter has been a particularly damp one and paint at the waterline is inclined to peal easily, it may be well to have the yard burn the paint in this area, heating the wood as much as possible in order to dry it properly for repainting.

Proper Drainage

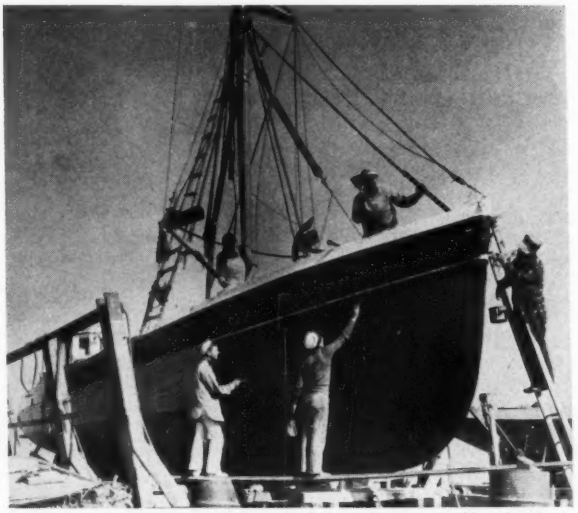
Are there any pockets where water can stand in small puddles on deck when your boat is afloat? If so, some arrangement should be made for draining these areas.

On one occasion we found that some of the canvas along the port side of the top of the pilothouse of our self-propelled lighter *M. City* had become rotted, and consequently we set in a large new patch. Later when the same thing occurred on the starboard side, I investigated and found that the top of the pilothouse was not draining properly, and so arranged two small scuppers to carry away the puddles that were left on each side after every rain or snow. Had this matter been given our attention two or three years previously, we would have been saved the cost of repairs to the canvas.

Speaking of canvas and deck canvas problems reminds me of an experience we had with another of our boats, the cruiser *Dagon*, which we purchased during the latter part of 1948. The paint had been removed from the canvas covered forward deck in the Spring of 1948, and it was apparent that the remover had destroyed some of the bonding material between the canvas and wood. We soon found that the new paint was checking, and a little later began to be bothered with leaks. I scraped the cracks and touched up every apparent crack with paint, but cracks and leaks showed up again after a month or so.

I then experimented with various canvas preparations, but the cracks and leaks only appeared more rapidly than ever. Finally during the Summer of 1950 I decided to give up and recanvas, when my attention was called to a product which is in the nature of a very high class varnish oil mixture. This product is put out by a well known manufacturer of varnish, and is for priming wood and other surfaces and for waterproofing. It may be used by itself or mixed in paint, and is also obtainable in colors.

We scraped loose paint around the cracks as we had done in the past, then applied two coats of the recommended product and put a coat of deck paint over that. We did this about mid-July and again in October, with the result that we have had only one small leak from a crack. By using this product, we probably have delayed recanvassing our forward deck for several years.



A fishing vessel being painted at the Palmer Scott yard, New Bedford.

Directions for Using Paint

I think due care should be taken to study directions in regard to using paint, for some formulas have been changed, and different methods of application may be necessary. For example, in painting the forward deck of the *Dagon* last Summer, we applied a brand of emerald green paint which we have used for years. This particular can of paint was two or three years old.

When the time came to paint the top of the deckhouse, we used a new can of paint of the same color and brand, but found that it did not cover well and seemed peculiar in nature. I took this matter up with the paint company and they said that they had changed the formula in order to get higher gloss and longer wear. They suggested that in the future we use their base primer, which is a colorless liquid and should be mixed with an equal amount of the paint to be used for the second coat.

We soon found that the improved type paint on the top of the deckhouse continued to look like new, while the old paint on the forward deck began to lose its new appearance after a couple of weeks. As I stated earlier, we had to repaint the forward deck in October, this time with the new paint. By applying the paint a little more carefully, we have found that we can use this new product very satisfactorily as a first coat for canvas decks.

Many radical departures have been made from time-honored theories in regard to painting. These include development of a varnish which, for best results, should be kept in a bucket of ice while in use. It is therefore imperative for the owner or master to carefully study the market, read the literature, talk with yard owners, pick up tips from yachtsmen as well as commercial fishermen and other commercial boatmen. Then, too, he should read the directions on the labels to learn the best means of preparing a surface, of applying the material and of caring for it after it is applied.

Filling Gouges

There are several new materials on the market for filling gouges and other wood injuries. These generally possess the following desirable properties: no shrinkage from the wood to which the material is bonded; quick drying; and easy cutting and boring, with some of the materials working nearly as well as wood itself. These new materials hold paint, stain, varnish, etc., and some of them are on the market in various colors.

Continual advances are being made in seam compounds,

(*Continued on page 28*)

Ship Conversions for Fish Factory Use

Naval Architect G. C. Nickum Outlines Suggestions for Design Based on Current Factory Ship Operation*

IT is obvious that a discussion of the problems involved in fish processing vessels is really an analysis of the conversion problems, rather than the design problems of a new vessel. All but one of the processing vessels that have operated from United States ports in the past in Pacific waters were originally built for some other purpose. They were purchased at a low cost and then converted to fish processing uses.

The main reason for this is that fuel and other operating economies made possible by modern machinery and specially designed hull forms are of real advantage only during full power operation of a vessel. Since fish processing vessels operate at full power only one-quarter to one-sixth of the time of a regular freighter, these savings would have to be four to six times as large to make investment in a modern vessel interesting to fishing vessel operators.

The selection of the right ship, with adequate space for various facilities and with the required quarters, handling equipment, services and storage spaces, makes a tremendous difference in the overall cost. A low initial cost can well end up in a high total investment if the vessel does not have proper facilities or does not permit the economical installation of fish processing and canning machinery.

Labor Cost

After selecting a vessel, the next most important phase for the architect to consider is the matter of labor cost in the processing operation. Processing vessels are at a fundamental disadvantage as compared with shore establishments in that the operating crew do not walk out of the front door at night and provide their own food, accommodation and amusement. A good proportion of the total cost of the operation over and above wages paid to the crew, is accounted for by provisions made for their needs after working hours. The proper arrangement of processing and handling facilities saves not only wages but the cost of keeping the men on board.

The use of fish processing vessels can be justified only if the net cost per ton of product is less than the same product processed in shore establishments located close to the fishing grounds.

Adequate Space Important

Adequate space is essential in a fish processing vessel. This is one of the most difficult things for an inexperienced owner or architect to appreciate. It should be understood that the vast majority of fish processing vessels are essentially mother ships and they are required not only to handle their own personnel and their own processing, but to supply the needs of a fleet of small boats that look to their parent ship for the same type of services as are given at a dock on shore. The actual fishing gear, in particular, is bulky and cannot be stowed neatly on shelves like spare parts of machinery.

The *Ogontz*, a prewar salmon factory ship still operating in the Pacific, appears on the surface to have ample room to handle any conceivable operation. Yet, when canning at full capacity, both forward and after weather decks are completely covered with salmon cans being cooled prior to stowage in the hold. This means that during the canning operations at least one of the 'tween deck spaces has to be assigned to the storage of gear and similar materials. Had the *Ogontz* been of smaller size and of smaller cubic capacity, this would have limited the amount of pack that could be put up and thus restricted her potential capacity.

The *Pacific Explorer*, which was designed after the war to handle tuna caught in the Southern Pacific and crab and bottom-fish fillets in the Bering Sea, had no use for its fillet processing line or its crab line on the shelter deck when operating as a tuna mother ship in southern waters. This whole area was used for storage, and the operators thought that they were in no way over-supplied with general storage and working space.

In operation in the Bering Sea, when both the crab cannery and the fillet line were working, the crew members were limited to some open deck space and to the 'tween decks for storage of spare gear. This seriously handicapped them. The filleting line was used only to a limited extent, but if the vessel had been operated to its full potential processing capacity, the total catch would have been limited because cargo space would have had to be used for gear storage.

Crew's Quarters and Ship's Stores

Quarters on fish processing vessels present the same problem as on all ships. They take space and are expensive to install. The standard of accommodation on American fish processing vessels is equivalent to that of conventional merchant ships so far as regular operating personnel are concerned, although large open berthing rooms are still common practice for the cannery personnel and fishermen.

Fortunately, the character of the operations of fish

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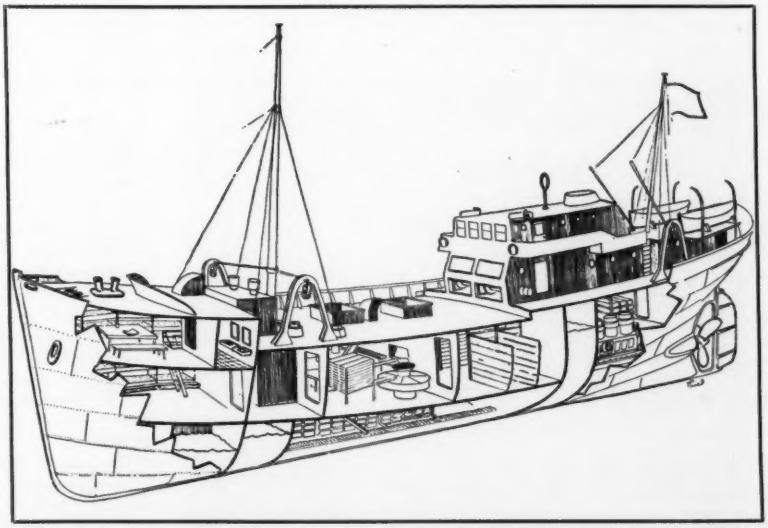


Cutaway sketch of the 150' factory fishing trawler "Oceanlife" of Boston, Mass., drawn by Philip Thiel, naval architect. Formerly the trawler "Cormorant", the vessel was fitted for filleting, packaging and freezing last year. The processing equipment is located in a tween deck section in the forward part of the original fish hold, below which is a cold storage compartment that will accommodate 150,000 lbs. The vessel is operated by Frozen At Sea Fish Corp., of which Isadore Bromfield is president.

* First installment of article containing a digest of lecture presented to the Pacific Coast Section of the Society of Naval Architects and Marine Engineers.

New Fish and Oyster Law Suits Reviewed

By Leo T. Parker, Attorney at Law

RECENTLY a reader wrote in part as follows: "I leased from a State certain oyster grounds. This lease is being contested by a company which contends I have no right to hold the lease because it violates a State law on natural oyster beds. What is the law on this?"

Considerable discussion has arisen from time to time over the legal question: What is a "legal" natural oyster bed? A review of late and leading higher court cases discloses that a natural oyster bed means all oyster beds and bars under any of the waters where the natural growth of oysters is of such abundance that the public has resorted to such beds or bars for a livelihood, whether continuously or at intervals.

For illustration, in Department of Tidewater Fisheries v. Catlin, 77 Atl. (2d) 131, a State law was litigated which authorizes The Department of Tidewater Fisheries "to lease in the name of the State of Maryland, tracts or parcels of land to be used for protecting, sowing, bedding or cultivating oysters or other shellfish beneath the waters of this State." Another State law specifies that no lease shall be granted for any natural oyster bar or for any area within 50 yards of any natural oyster bar in the Chesapeake Bay.

The Department of Tidewater Fisheries leased a certain area to one Bradshaw. Certain citizens filed a protest to the lease and asked the court to declare the lease void because this area was a natural oyster bed.

During the trial one Dize alleged and testified that he had seen people oystering "out there". He did not state in what quantities "others" had taken oysters on the leased premises. Other witnesses failed to give convincing testimony that the leased area had been used by anyone recently to harvest oysters for a livelihood.

The higher court decided that the evidence was sufficient to show that the leased area was not a natural oyster bar and hence the area was subject to a valid lease.

For comparison see Popham v. Conservation Commission 186 Md. 62. This court held: "Land cannot be said to be a natural oyster bar or bed merely because oysters are scattered here and there upon it, and because if planted they will readily live and thrive there; but whenever the natural growth is so thick and abundant that the public resorts to it for a livelihood, it is a natural oyster bar or bed, and cannot be located or appropriated by any individual."

The 70' Boston, Mass. dragger "Iva M.", owned by Paul Hayden of South Boston, and skippered by Capt. Charles Boudreau. She has just been repowered with a 6-110 General Motors 190 hp. Diesel which swings a 52 x 40 Columbian propeller through 4.5:1 reduction gear.

Within Employment Security Law

According to the Director of the Division of Employment Security, the owner of a fishing boat in Massachusetts waters is within the scope of the Employment Security Law.

For example, in Scola v. Director of Division of Employment Security, 93 N. E. (2d) 523, it was shown one Scola is the owner of fishing vessels. He alleged that he is not subject to the Employment Security Law, G. L. (Ter. Ed.) c. 151A inserted by St. 1941, c. 685, as "employer" of the fishermen on their boats "on the ground that there is no employer-employee relationship."

The higher court refused to render an adverse ruling on the decision rendered by the Director of Division of Employment Security.

Taking of Small Fish by Traps

According to a recent higher court decision, a State law is valid which prohibits taking of relatively small fish by traps or other fixed "appliances".

For example, in Anthony v. Veatch, 221 Pac. (2d) 575, the testimony showed facts as follows: One Anthony was the owner and operator of fishing appliances of the type commonly called fixed-gear. He filed suit against Veatch and Jones as Fish Commission of the State of Oregon and against Soumela, master fish warden of the State of Oregon. Anthony asked the court to declare void and unconstitutional a State law which prohibits the taking of salmon, salmon trout or steelhead from the Columbia River and its tributaries by means of fixed appliances.

The Supreme Court, Hay, J. 220 P. 2d 493, held that the act was not unconstitutional. On rehearing, the court held that there was evidence that the fish traps took not only salmon but smaller fish which usually were not taken in gill-netting operations.

Hence this later court also held the law valid saying that the evidence was conclusive that the appliances and fish traps used by Anthony took not only salmon, but smaller fish which were usually not taken in gill-netting operations. The court said:

"In our opinion in this case we said that the cause would be remanded for further proceedings not inconsistent therewith. Upon further consideration we have concluded that a remand for further proceedings would be inappropriate. The cause therefore will be remanded with directions that it be dismissed."

Freed on Technicalities

It is a universal rule that no indictment can be good if it does not accurately and clearly allege all of the constituent elements of the offense sought to be charged. In other words, an indictment of an offense created by statute must be framed upon the statute. Otherwise a lower court's conviction is unlawful and will be reversed by the higher court.

For example, in State v. Miller, 57 S. E. (2d) 392, a State law was litigated which provides that it shall be unlawful to place any dynamite or any explosive substance whatever in any waters of the State for the purpose of taking, killing or injuring fish.

One Miller was arrested and convicted in a lower court under an indictment which charged that he "unlawfully, willfully did take fish with the use of dynamite and explosives." Miller appealed to the higher court which reversed the lower court's verdict, saying that the offense created by a State statute of this nature was (1) the placing of dynamite in any of the waters of this State; (2) for the purpose of taking, killing, or injuring fish.

The court held that the indictment was defective, saying: "As the bill of indictment under which defendant (Miller) was tried and convicted is fatally defective, it will not serve to bar further prosecution. The judgment must be arrested. It is so ordered."

Great Lakes Ice Fishermen Get Good Perch, Smelt Catches

By late February, ice fishing was well underway in most of the Great Lakes waters. Operators were landing whitefish in some quantity from virtually all of the fishing bays of the northern Great Lakes area.

During the first two weeks of ice fishing in the Bay de Noc area, production was high. But below-zero weather later drove fish lakeward. Nets froze stiff as they were being raised, ice thickened to 14" and hole-cutting was slow work. Late in February, however, herring and smelt production improved.

Commercial fishermen recently set nets as far south from Escanaba, Mich. as Minneapolis Shoal—12 miles distant—for whitefish. They expect to produce steadily for the remainder of the Winter in this area.

Delta County has about 600 persons directly employed in commercial ice fishing operations. The 285 Delta County commercial fishing licenses represents the largest number issued in any northern Michigan county.

Lake Michigan commercial fishermen, who have been bucking ice hazards, reported light catches of whitefish and chubs. Perch takes were better, and smelt yields were on the increase.

Recent reports from commercial fishermen operating on the ice in the Green Bay area of Lake Michigan indicate that the smelt netters are starting to catch sizable quantities of smelt. The biggest problem for the fishermen is that much of the take is made up of smaller fish, which bring lower prices.

On Lake Huron, commercial ice fishermen have been getting some nice catches of perch, smelt, suckers, pike and light catches of whitefish.

Lake St. Clair and some areas of Lake Erie reported profitable takes of mixed fish.

Lake Michigan Pike Catch Sets Record

The 1950 walleyed pike production by Michigan commercial fishermen from waters of Lake Michigan was the largest of any year on record, amounting to 1,295,000 lbs. A total of 1,840,000 lbs. of walleyed pike was taken from Michigan waters of all the four Great Lakes. Most of the Lake Michigan harvest of walleyes was taken from Green Bay waters.

The Michigan Conservation Dept. reports that the total harvest of all species of fish in 1950 amounted to about 22,778,000 lbs., compared to 25,534,000 lbs. produced a year earlier. However, stray reports and unreported catches are expected to raise the yearly total to over 23,150,000 lbs.

Production by lakes was as follows: Michigan 12,022,000 lbs.; Huron 5,028,000 lbs.; Superior 4,593,000 lbs.; and Erie 1,135,000 lbs. Michigan commercial fishermen during the year caught 23 species of fish in some quantity.

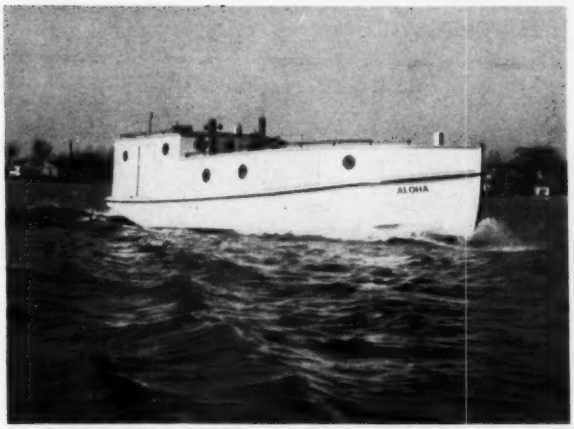
Production of smelt, carp and walleyed pike was up, but the catch of all other important species was down. Landings of smelt totalled 1,741,000 lbs., a gain of approximately 700,000 lbs., and the carp yield was 1,669,000 lbs., and showed a similar increase. The walleyed pike catch was up about 600,000 lbs.

Lake herring, with 6,594,000 lbs., again accounted for the largest catch, and Lake Michigan yielded half of the landings, followed by Lake Superior's catch of about 1,623,000. The catch in Lake Superior was 60% below 1949 due mainly to poor fishing weather in late December.

Whitefish production was second best, as in 1949. The harvest amounted to 2,701,000 lbs., as compared to 4,041,000 lbs. the previous year. Lake Michigan produced all except 607,000 lbs.

Chub production declined a little, with 2,432,000 lbs. lifted in 1950, compared to 2,576,000 lbs. produced in 1949. All except 104,000 lbs. of the chub catch came from Lake Michigan.

In Lake Superior, the lake trout yield climbed to 2,365,000 lbs., compared to 2,181,000 lbs. in 1949. The total Michigan trout yield from the Great Lakes, however, was down slightly—2,390,000 lbs., compared to 2,405,000 lbs.



The "Aloha", 45' x 12' x 5' tug owned by Voight Brothers, Port Wing, Wis. Power for the vessel is furnished by a 60 hp. Kahlenberg engine.

Want Fish Hatchery Constructed

Chippewa County, Michigan supervisors recently made a resolution appealing for resumption of construction of the Pendill's Creek Fish Hatchery. The hatchery is a Government project planned for aiding lake trout reproduction in Lake Superior. In the Fall season of 1950, President Truman issued a cutback order that halted work on the project.

Both the supervisors and commercial fishermen, generally, are convinced that the hatchery will be a potential contribution toward conservation of natural resources of the Great Lakes.

Fish Producers Hold Annual Convention

The Michigan Fish Producers Association recently concluded its 3-day annual Winter convention at Traverse City, Mich. with election of officers. Charles Anderson of Frankfort, Mich. was elected president; Walter Bailey of Menominee, first vice-president; Ernest Brown of Tawas City, second vice-president; and Claude Ver Duin of Grand Haven was re-elected executive secretary.

Ask Funds for Lamprey Study

Representative Potter of Michigan is asking for $2,500,000 in Federal money to intensify the battle against predatory lamprey eels in the Great Lakes. The bill would authorize appropriations of $500,000 a year for five years.

Opens Three Fish Packing Stations

The R. F. Brown Seafood Co. of Lansing, Mich. has opened three fish packing stations in Michigan's Upper Peninsula. August Schultz of Ford River is general manager.

Local managers in charge of the packing stations for buying smelt, walleyes and other lake fish are: Lawrence Hansen, 115 No. 7th St., Escanaba; Ray Staley, Cedar River and Walter Bayle, Menominee.

Fish Dealers Issue Recipe Booklet

The Wisconsin Fish Dealers' Association, with a membership among commercial fishermen on Lake Michigan and some of the smaller lakes of the State, has issued a booklet for housewives entitled "Fish Facts". It contains a "Practical Fish Guide" on species of fish, with many recipes on the preparation of fish, including baking, frying, broiling and steaming.

There also is valuable information on such subjects as "Why You Should Eat Plenty of Fish"; "How to Buy Fish"; "Seafoods Build Blood"; "Why Fish is a Health-Building Food"; "How to Serve Fish"; and many others.

Albano in Charge Chicago Market News Office

G. Andre Albano, who has been assistant to the Boston Market News Service Local Representative, has been appointed to take charge of the Chicago office. Albano has been with the Fish and Wildlife Service since June, 1938.

Maryland Blue Crab Yield Shows Sizable Increase

The value of the blue crab to Maryland during 1950 increased by almost half a million dollars. The catch totalled 42 million lbs. of hard crabs, worth about $1,-993,000, which was an increase of 7 million lbs. in volume over 1949.

The soft crab catch topped the 1949 figure by about 300,000 crabs. The total of hard and soft crab value increases amounted to approximately $480,000 over 1949.

Not all of these crabs, however, were captured in Maryland waters. About 14 million lbs. of hard crabs were imported from Virginia. Approximately 10% of the soft crabs also were imported.

Production of fin fish was reported up during the year, with a new abundance of striped bass and white perch. Both of these fish spend their lives within Maryland waters, and the increase in their numbers is credited to the Maryland Fisheries Management Plan which limits the number of commercial fishing licenses.

Maryland's annual oyster production slumped more than 300,000 bushels during the 1949-50 season. The decrease was believed to be due to limited stocks of oysters on the natural bars in Chesapeake Bay, Tangier Sound, Choptank River and the Potomac River.

One-fifth of the total Statewide yield of oysters came from oyster bottoms leased by private planters, although they farmed only 3% of the oyster bars of the State.

Looking to the future, the Department of Tidewater Fisheries harvested 434,489 bushels of seed oysters for replanting. Of this total, 81,939 bushels were sold to private planters.

The total of leased acreage of 8,797 was increased by 552 acres during the year, with an average leasehold of about 8 acres.

New Limits for Fishing Structures

New limit lines governing the placing of fishing structures in Chesapeake Bay in that reach from the mouth of Magothy River, on the south, to Worton Point on the north, have been approved by the Secretary of the Army.

The new lines became effective on March 2, and as soon as possible will be shown on U. S. Coast & Geodetic Survey charts.

Would Appoint Advisory Council

Chairman Arthur H. Brice of the Maryland Tidewater Fisheries Commission has suggested to Gov. McKeldin the appointment of a permanent council of outside experts to advise his Commission on methods of conserving the resources of the Chesapeake Bay.

Seafood Legislation

The Maryland Legislature is considering a bill to implement joint control of seafoods, other than oysters, in the entire Chesapeake area through the medium of a commission composed of representatives from both Maryland and Virginia. A similar proposal made to the General Assembly of Virginia by an interim commission at its 1948 session, was decisively rejected.

The second measure under consideration by the Maryland Legislature is a bill designed to rent public oyster bottoms in the Potomac to residents of the State, thereby indirectly barring Virginia watermen from taking oysters therefrom.

Weldon Evans

Weldon Evans, 24-year-old Smiths Island waterman, accidentally drowned last month in Tangier Sound. Evans was dredging for oysters alone in his 30' forward cabin boat the *Melrose*.

Charles W. Sneade

Charles Wesley Sneade died at his home in Crisfield last month after an illness of some months. He was 78.

A native of Smiths Island, Capt. Wes, as he was best known, had been a waterman all his life, engaging in the catching, shedding and packing of crabs in Summer and in the taking of oysters in the Winter.

The "Maria III", 30' mackerel boat which fishes out of Freeport, Long Island, N. Y. Owned by Benny Di Caprio of Bayside, the vessel is powered by a 121 hp. Gray Express gasoline engine with Sen Dure heat exchanger and a 15 x 10 Federal Equipoise propeller.

Long Island Groups Seek Funds For Dredging Projects

The Islip Chamber of Commerce, along with similar organizations from Bellport to Amityville, has approved a Long Island Association proposal to press for the dredging of Fire Island Inlet. The proposed plan calls for a channel one mile long, 250' wide, and 10' deep at an estimated cost of $228,000.

Everett R. Terry, chairman of the Islip Chamber Harbor Committee, appointed Oscar H. Doxsee and James MacIntosh as representatives on the special Fire Island Inlet Committee, which is to conduct its first meeting in Patchogue in the near future.

Orowoc Creek

The Islip Chamber of Commerce has approached the Islip Town Board for assistance in obtaining Federal Government approval for dredging Orowoc Creek. The Creek harbors a million dollar fishing industry which is threatened by a shoal sandy island at its mouth.

Heavy Surf Clam Set

A heavy concentration of surf clam set has been reported off Jones Inlet, which makes the outlook for future production good. In addition, a skimmer bed of limited quantity has been discovered in Fort Pond Bay.

New Fishery Council Promotion Pieces

The Fishery Council's silk-screen department is thriving again, and eight new silk-screened promotion pieces have been produced in the last few weeks. These include a new type poster combining silk-screen backgrounds with insets of large, glossy fish dinner pictures; and membership emblems for wholesaler and retailer members. The most popular of the new promotion pieces is a handsome eye-catching Lent poster.

Ray Fluddy has been added to the Council staff to handle purchasing, art and silk-screen production.

Capt. William Thomas

William "Bill" Thomas, 92, a retired fishing captain, died last month at Sailors' Snug Harbor, Staten Island, N. Y. He went to sea at the age of nine and after serving seven years under his father, gained his own command and for 45 years plied his trade as a fisherman.

For many years, Capt. Thomas made his home in Somerville, Mass., fishing out of T Wharf, Boston, with the schooner *Helen B. Thomas*, which was the first craft of the "knockabout" type ever built.

He also commanded the *Benjamin Thompson*. In 1930, Capt. Thomas decided to leave the sea and sold his share of the *Benjamin Thompson* to the Willard Daggett Co., but a year later he again was lured back to sea.

At that time he amazed the waterfront by building a new schooner, the *Shannon*, and at 72 years of age again sailed for the banks. He retired permanently in 1935.

Maine Sardine Tax to Be Used For Research, Advertising

Governor Frederick G. Payne has signed into immediate law legislation imposing a 25c per case levy on sardines. The tax was asked by the Packers' Association to promote a research and advertising program.

Commenting on the new law, Governor Payne said: "I am sure that the seafood industry, the Nation over, will hail this program as a history making step in the right direction. It is the first effort of its kind by those who harvest and deal in the products of the sea."

"The fact that a group of businessmen have asked to finance this effort from their own funds is particularly gratifying," he said. "We feel that the program will stabilize the sardine industry and promote its growth."

In the past season, Maine's 36 sardine factories employing 10,000 persons, packed 4,000,000 cases. At that rate the levy would yield $1,000,000, but under the new law, tax payments will be suspended for a year whenever the fund is $500,000 as of April 1. Maine's 1951 sardine packing season opens April 1.

Trawlers Stock Highest Fares of Year

The trawlers *Billow* and *St. George* stocked the highest fares of the year at Rockland last month, and both topped the port record for money paid by the fish plants for a single trip.

The *St. George*, skippered by Capt. Clyson Coffin of Tenants Harbor, received $10,544 for her catch of 210,900 lbs. of mixed groundfish and redfish, with the redfish making up the greater portion of the landing.

The *Billow*, commanded by Capt. James Farrell of Owls Head, weighed out 213,100 lbs. of redfish and mixed groundfish, for which she received a total of $10,832.

Lobstermen Lose Heavily in Storm

The 30 lobstermen on Monhegan Island lost in the vicinity of 400 traps which were set out and others which were on the shore where heavy seas could reach them, in the storm of February 7 and 8.

Clarence Davis lost a new fish house which was swept off its foundations and smashed to kindling by the storm. Twenty of his traps went with the house, plus stored gear.

License for Non-Resident Fishermen

Each non-resident crew member of a commercial fishing vessel would pay a $50 license fee to fish Maine coastal waters under a bill heard by the Legislative Sea & Shore Fisheries Committee recently.

Commissioner Reed said the bill was requested by his Department in view of a Federal court decision last Fall which held that Maine could not prohibit commercial fishing by non-residents. Maine had permitted non-resident commercial fishing only from Nov. 1 to March 30, at a $10 license fee.

Would Limit Number of Lobster Traps

Isle au Haut lobstermen are attempting to limit the number of traps which lobster fishermen may fish in the waters off the Maine coast.

In a bill sent by the Selectmen to Rep. Francis Barton of Vinalhaven for introduction in the Legislature, it was pointed out that trap lines now range from 50 to as high as 400 or 500. Stiff fines and jail sentences were proposed for fishermen operating traps in excess of 150.

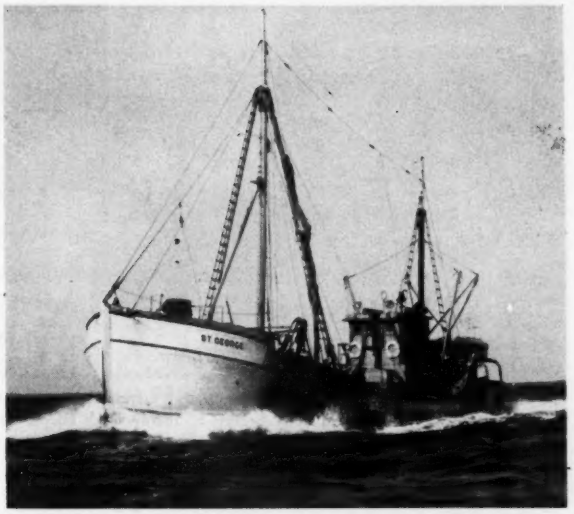
Would Prohibit Dumping Scaled Fish

Rep. Barton of Vinalhaven has introduced a bill to prohibit dumping of fish, dead or alive, in Maine waters after the scales have been intentionally removed.

Barton maintains that fish will not congregate for as long as 15 years in places where dead fish have polluted the sea bottom. He added that dumping of scaled fish represents an economic loss to the State.

"Clara-Louise" Rides Out Severe Storm

The 100' Portland dragger *Clara-Louise* docked at Holyoke Wharf early last month after fighting gales, rain, snow, zero temperature and thick vapor throughout a 30-day fishing trip off Nova Scotia.



ROCKLAND, ME. HIGHLINER, the 114' trawler "St. George", owned and skippered by Capt. Clyson Coffin, landed 438,000 lbs. last month. Recently equipped with Raytheon Mariner's Pathfinder, Jr. radar, she has 550 hp. Cooper-Bessemer Diesel turning a 72 x 50 Columbian propeller, 40 hp. Lister-Blackstone auxiliary Diesel, Surrette batteries, RCA 75-watt telephone and Loran, Bludworth direction finder, Ritchie compass, and Roebling wire. Edward C. Ames is mate and Robert Connell, chief engineer.

The vessel was in Canadian waters 150 miles from Portland with 150,000 lbs. of fish aboard when she started to take a beating from the storm. Big seas were whipped up by 80 mile-an-hour winds, and the heavily-loaded vessel alternately rolled her rails under the water. But the greatest danger to the dragger was when the rigging got heavily iced up.

According to Capt. Arthur A. Ricker of South Portland, the vessel put into Nova Scotia ports three times during the trip for shelter for a day or two.

The dragger was able to fish only six out of the 30 days, but did all right at that. In one drag alone, which took only an hour and a half, 25,000 lbs. of fish were caught.

Seaboard Packing Co. to Replace Factory

The Robbinston sardine factory of Seaboard Packing Co., which fell into the St. Croix River last month, will be replaced by one of the most modern fisheries plants along the Atlantic seaboard. The new building will be 60' x 200', metal covered, with a steel frame and will house the best equipment available.

Anchor to Become Memorial to Lost Fishermen

The fishing vessel *Wind*, Capt. Edward Huntley, dragged up the biggest catch in years off Mt. Desert Rock last month. It was a sailing ship anchor which measured 10'6" across the flukes.

Lost upwards of a half century ago, the anchor is estimated to weigh about 3½ to 4 tons, and the stock measures nearly 14' in length. Two fathoms of heavy chain were still attached to it.

The crew has given the anchor to the Maine Lobster & Seafoods Festival group for use in establishing a memorial to the men of the Maine coast who have been lost at sea in the fishing fleet over the years. Plans are now being made for the establishing of a suitable memorial on the Public Landing, to be dedicated during the 1951 Festival.

Shark Quintuplets Landed

The crew of the Rockland dragger *Helen Mae 2d*, Capt. George Ross, brought in a marine oddity from Grand Banks on February 19 in the form of shark quintuplets as yet unborn.

One of the last drags before the vessel started for port produced a mackerel shark weighing about 250 lbs. As the crew dressed out the big fish, they discovered five

The new 63' Gloucester, Mass. dragger "St. Mary" hitting the water at Bristol Yacht Building Co., South Bristol, Me. In the launching party, from left to right, are Gaetano Scola; Everett R. Jodrey, R. J. Ederer Co.; Capt. Domenico Spinola, owner; Emillo Spinola, sponsor; Charles Ciarametaro, engineer; and Sam Scola.

Bristol Yard Launches 63' Dragger "St. Mary" for Gloucester Owner

A new 63' dragger, the *St. Mary*, was launched on February 22 by Bristol Yacht Building Co., South Bristol, Me., for Capt. Domenico Spinola of Gloucester. Of Condon design, the vessel has a beam of 17' and draft of 8', and will carry 60,000 lbs. of fish. There are 5 bunks in the fo'c's'le, and the Captain's quarters are aft of the pilot house. She is well laid out, with special attention having been given the comfort of the crew.

Propulsion power is furnished by a Model DMM-6 Enterprise Diesel, rated 240 hp. at 750 rpm., with 2:1 Western reduction gear. The engine swings a 54 x 38 Hyde propeller, and the stern bearing and stuffing box were furnished by Hathaway. Auxiliary power is supplied by a 2 cylinder, 18 hp., 5 kw. Buda Diesel unit, operating a 2" Marine Products pump.

Pilot house equipment includes a DR-5 Bendix depth recorder, White compass, Hathaway 3:1 reduction steerer, 50-watt Ray Jefferson telephone, Kaar direction finder, Clark Cooper electric air whistle and Carlisle & Finch searchlight and floodlight.

The dragger has a Model 1335-50 Hathaway winch, with capacity of 430 fm. of ⅝" wire, and is fitted with Ederer cotton drag nets with Nylon cod ends. She will fish for whiting and redfish.

Among other items of equipment aboard the *St. Mary* are 150 lb. Danforth anchor, 32-volt Surrette HHG-21 batteries, Edson deck pump, Shipmate oil-fired galley range and Shipmate hot water heater. The vessel is painted with Pettit paints.

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baby sharks which sometime in the near future would have been swimming about the banks.

Buoy Changes Announced

Buoy changes in the approaches to Penobscot Bay which have been sought by the Chamber of Commerce and fishermen for several months have been announced by the Coast Guard.

Roaring Bull Ledge Lighted Whistle Buoy 10 RB will be moved to a new position 11,475 yards, 132 degrees true from Saddleback Ledge Light.

Bay Ledge Lighted Bell Buoy 2 will be moved to a new position 9900 yards, 190 degrees true from Heron Neck Light and renamed West Penobscot Bay Approach Lighted Bell Buoy. It will be painted black with white vertical stripes and the characteristic will be changed to show a short-long flashing white light.

Heron Neck Whistle Buoy will be moved to a new position 7240 yards, 180 degrees 30 minutes true from Heron Neck Light, painted red and renamed Bay Ledge Whistle Buoy 2.

Massachusetts Lobstermen Urge Ban On Importation of Lobster Meat

A ban on the importation of fresh or frozen lobster meat into Massachusetts was urged by a delegation of more than 200 lobster fishermen and dealers at a State House hearing March 1 before the Legislative Committee on Conservation. The lobstermen and dealers protested that lobsters under the legal size are caught and frozen in the Canadian provinces, and shipped into Massachusetts to be sold at approximately half the local market price.

Fishermen Oppose Motorboat Tax

Although it was claimed fishing vessels would not be subject to a proposed excise tax on motorboats, nearly 400 fishermen jammed a legislative hearing last month and protested there was no specific exemption in the bill to free their trade of the suggested levy.

State Tax Commissioner Henry F. Long was the sole proponent of the tax which fishermen said would add, for example, $5,000 in costs to the operation of a $100,000 boat.

Disagreement Over Lobstering Method

A disagreement among Essex County lobstermen was handed to the Legislature February 28 when Beverly lobstermen appeared before the Committee on Conservation to demand the right to trawl for lobsters in Marblehead and Swampscott harbors.

Since 1943 the waters of Marblehead and Swampscott have been denied to lobstermen other than those who use the single pot system.

Nils Nelson of Beverly, president of the Atlantic Lobstermen's Cooperative, one of the three spokesmen for the Beverly group, charged that single pots are a "hazard for all sportsmen and lobstermen."

Mellen G. Nelson, also of Beverly, said that trawling for lobsters was a far better method from a conservation viewpoint than single pot lobstering. "In a lost single trap all the lobsters are doomed to die because they eat the weaker ones and finally eat themselves. Then all the caught lobsters are lost.

"However, if you trawl and the buoys are cut or lost you can find your pots again and the traps and the lobsters are recovered in almost 100 per cent of the cases," Nelson said.

Louis J. Williams of Swampscott told the Committee it takes from 7 to 10 years for nature to produce a salable lobster. "The Swampscott and Marblehead lobstermen are unanimously against the trawling method which has sorely depleted the supply in their waters."

The charge by Rep. Kendall A. Sanderson of Marblehead that Beverly waters and other areas in Essex County are rapidly being depleted of lobsters brought heated denials from the Beverly lobstermen.

About 80 lobstermen, evenly divided on the issue, appeared at the hearing.

Virginia Fishermen Begin Crab Potting in Tangier Waters

Crab-pot fishing started in Tangier waters the first week of March. According to reports, crabbers will fish from 12,000 to 18,000 pots this season.

The hard-crab dredgers have been doing fairly well, and are getting a good price for their catches. Late last month they were dredging in Tangier Sound, where the average boat took from 10 to 15 barrels a day.

The oyster dredgers found few oysters on the rocks in Tangier Sound during February. But, to make up for this scarcity, they have been getting from 3 to 4 barrels of hard crabs a day, and selling them for $11 a barrel.

Getting Ready for Pound Fishing

Tangier fishermen are mending and tarring their nets for pound fishing in Tangier Sound this Spring. Soon the fishermen will be driving poles and perhaps catching a few herring in their small traps along the shores.

Among the Tangier fishermen who are preparing for pound fishing are Captains Will Parks, Smith Parks and Wyatt Pruitt.

Oyster Ground Applications

The following persons have applied to S. G. Deal, Oyster Inspector, for ground for oyster planting purposes: Marion R. Chapman, Jr. of Gloucester; W. E. Belvin of Severn; W. H. Rowe of Gloucester Point; J. H. Waddell, Jr. of Gloucester; and R. H. Williams of Perrin.

Hampton Roads Area Landings

During February, fish landings in the Hampton Roads area amounted to 3,314,000 lbs., which was nearly a million lbs. less than the January catch, but approximately 1,300,000 lbs. more than in February, 1950. Only 12,000 lbs. of the total catch came from pound nets. Sea bass, with 1,959,000 lbs., accounted for almost 60% of the landings, and scup, with 653,000 lbs., was in second position.

No. Carolina Bans Use of Heavy Oyster Dredges by Power Boats

Repeal of the temporary rule permitting the use of 200-pound dredges by oystermen with power driven boats has been announced by George R. Ross, director of the Dept. of Conservation and Development.

Ross said the board voted to return to the original rule permitting power boats to use one dredge in oystering not in excess of 100 pounds, with each sail boat permitted to have two such dredges.

It is claimed that the 200-pound dredges tear up the oyster beds and crush the shells. A preliminary investigation confirming this opinion was made by the Fisheries Institute at Morehead City.

Large Croaker Catches

The *Dixie B.* of Beaufort and the *Sweet Pea* of Morehead City made large catches of croakers on February 21, 30 miles north of Hatteras.

The *Dixie B.* landed 203 boxes and the *Sweet Pea* more than 400 boxes. These were the first major catches of food fish for several months.

Seek to Reduce Oyster Tax

North Carolina's tax on oysters would be reduced from 8 to 4 cents a bushel under terms of a bill introduced in the State Legislature on February 26 by Rep. W. B. Rodman of Beaufort. The proposed bill also would remove a requirement that oyster canners and packers contribute up to 50% of their shells for planting in public beds.

Would Revise Fisheries Laws

A 41-page bill revising North Carolina's commercial fisheries laws was introduced in the State Legislature on February 27 by Sen. Sam Campen of Pamlico. An accompanying bill of 13 pages would wipe off the statute books all local legislation dealing with commercial fishing. Both bills were referred to the Senate commercial fisheries committee, headed by Campen.

The bills would consolidate and clarify existing laws and give the Conservation and Development Board authority to do by regulation what has been accomplished in the past through local legislation.

The "Mary Colman", 54' oyster dredger which has a capacity of 1200 bushels. Owned by Capt. L. J. Blake of Bena, Va., she has a 120 hp. Buda Diesel with 40 x 36 Columbian propeller which turns through a 3:1 reduction gear. Willard batteries are used.

Connecticut Fish Meal Plant To Be Started This Summer

A fish reduction plant for Stonington moved a step closer February 17, when Ocean Industries, Inc. of Boston, and Anthony Longo, owner of Longo's dock, signed an option to lease shore property and dock facilities where Ocean Industries plans to erect the plant. The building will be started by this Summer.

Richard M. H. Harper, Jr. of Milton, Mass., president and treasurer of the firm, announced plans to put up a single story galvanized steel building containing about 10,000 square feet of space.

An odorless vacuum dehydrating process will be employed to reduce trash fish to fish meal. Richard H. Williams, Edgartown, Mass., is vice-president and director of research for Ocean Industries.

Skippers Covered by Social Security

Skippers from Stonington who own and operate their own fishing boats as an independent business are covered under the newly extended social security provisions.

Social Security Director C. C. Pogge explained the changes in social security regulations, effective January 1. These commercial fishing boat owner-captains are covered regardless of the tonnage of the boats or the types of fishing they do.

Boat captains having employer identification numbers which they now use for reporting their employees should not use those numbers for reporting their own self-employment income. Instead, the boat captains should secure personal social security numbers.

Appointed General Motors Dealer

Bill Joseph, proprietor of the Fishermen's Repair Service, Stonington, has been appointed a General Motors service dealer. The firm recently installed a Twin Disc power take-off on Capt. John Pont's *Our Gang*.

Francis J. DeBragga

Francis J. "Speed" DeBragga, well known Stonington fisherman, died suddenly February 13 at the age of 45 years. Formerly a crewman on various draggers, "Speed" had turned to lobstering and scalloping in recent years.

Gulf Meeting Draws Plan for Reciprocal Shrimp Agreement

Plans for a reciprocal shrimp agreement between the five Gulf States were made February 16 at a meeting in Biloxi, Miss. The agreement will be submitted to the Mississippi Seafood Commission for its approval, and if the Commission is in favor of the proposal, it will be put before the other States for their consideration.

Rep. Hermes Gautier of Pascagoula said that Alabama, Florida and Texas already have indicated that they are ready to enter such an agreement. While the proposal pertains only to shrimp, Rep. Gautier revealed that the group hopes to work out a similar plan for all migratory fish.

The reciprocal agreement provides that boats from the five Gulf States may operate in all Gulf waters, but they must comply with licenses and laws of the State in whose waters they are operating.

Louisiana Has Defense Fisheries Office

Donald Y. Aska, until recently chief of the Educational and Market Development Section of the Branch of Commercial Fisheries, Fish and Wildlife Service, has been named area supervisor for the Western Gulf States operations of the Defense Fisheries Administration.

Mr. Aska will handle local manpower, material, production, and other problems confronting the fishing industry in Alabama, Mississippi, Louisiana and Texas, with headquarters at 1100 Decatur St., New Orleans, La. He will serve also in a liaison capacity between the Gulf fishing industry and the Washington offices of DFA.

Solves Problem of "Black Spot" in Shrimp

A research worker at the LSU agricultural experiment station at Baton Rouge has discovered the cause of "black spot" in shrimp and found a way to prevent development of this condition which has been a problem in the industry in many parts of the world.

Dr. E. A. Fieger, head of the station's agricultural chemistry and biochemistry department, reported recently that experiments conducted at the station show that black spot in shrimp can be prevented by packing the shrimp in water and ice in sealed containers so that air is excluded.

Big Catch of Drumfish

Approximately 50,000 lbs. of drumfish were landed on February 11 at the Morgan City Packing Co., Houma. The *Druis L.*, owned by Harold Bourg, and the *Christmas*, owned by Allen Hutchinson, ran into a huge school of fish at Bay Round, with most of the fish weighing 25 to 27 lbs. each.

The 39' fisherman and shrimper "Justice", owned by Joseph J. Krause of Mobile, Ala. She is painted with International paint, and is equipped with a 24 x 12 Columbian propeller, Northill anchor, Linen Thread Co. Gold Medal nets, Columbian rope, and Auto-Lite batteries.

Carroll F. Gollott's 50' fishing boat "Radiant" of Biloxi, Miss., which is skippered by Capt. Milton Sims and painted with Henderson & Johnson paint. She is powered by a 90 hp. P & H Diesel with 3:1 Twin Disc reduction gear.

"Endeavor" Gets New Engines

The 65' all-steel shrimp trawler *Endeavor* is being equipped by Riverside Seafoods, Berwick, Inc., with a twin set of General Motors engines which will deliver 330 hp. The two units are connected to one shaft and will turn a propeller 52" in diameter. With her new engines, the trawler should prove to be one of the fastest shrimp boats in the fleet.

The *Endeavor*, formerly known as the *Tetoco*, is being rigged especially for fishing off the Mexican coast. She carries approximately 7,000 gallons of fuel.

Miss. Base for Out-of-State Trawlers

Plans for operation of 100 shrimp trawlers out of Pascagoula harbor took shape last month as vessels from as far as Texas and the Carolinas began to arrive for fishing off the Gulf Coast.

Mississippi lifted its $2,500 license fee for out-of-State vessels, and trawlers from throughout the South immediately began arriving in Pascagoula.

Hermes Gautier of Pascagoula announced that he is considering plans for increasing the capacity of his new freezer plant from 500,000 lbs. to a million lbs. or more because of the increase in fishing operations.

Investigations by the United States Fish & Wildlife Service have shown that waters off the Mississippi coast are heavily stocked with large shrimp.

Tuna Clipper "Gulf Star" on Maiden Trip

Open house was held aboard the new tuna clipper *Gulf Star* in Pascagoula Harbor on February 18, when about 2,000 visitors were shown over the boat and told of her operation and equipment.

The *Gulf Star* then started on her maiden voyage to the fishing grounds off the Galapagos Islands and will put in at Panama to ship her catch to California, then head for newly found grounds off the coast of Cuba for the second load. The skipper, Capt. Charles L. Kaufmann, expects to bring this into Moss Point, Miss., where a new tuna cannery is being completed.

"Oregon" Hunts for Pink Grooved Shrimp

On her sixth cruise, the Fish & Wildlife Service research vessel *Oregon*, based at Pascagoula, Miss., made a series of shrimp trawl drags on the Campeche Bank area of the Gulf of Mexico at depths between 14 and 120 fathoms. The area operated in was found unsuitable for trawling and only one specimen of the pink grooved shrimp was caught.

The effectiveness of a "bottomless" trawl, the flat type trawl, and the balloon trawl in areas of dense sponge beds were tested at various stations. In this series of operations the bottomless trawl picked up approximately 1/5 of the quantity of sponge taken in the other types

TEXAS SHRIMP Association advertising being viewed by (from left to right) Harris J. Booras, Liberty Fish & Oyster Co., Galveston; John Mehos, association president; Dene C. Gober, Alert Advertising Agency; and H. Morgan Daniel, General Seafoods, Inc., Port Lavaca, Texas. The recently formed association, which has adopted a quality control program, plans an aggressive campaign to promote the sale of Texas shrimp.

Texas Suffers Heavy Loss of Fish from Cold

Sixty million pounds of fish were lost in the five-day freeze which struck the Texas Gulf Coast recently, according to J. L. Baughman, chief marine biologist of the Rockport Marine Laboratory. Aerial surveys of the coastline indicated that the loss along upper coast was relatively light, but south of Corpus Christi to Port Isabel the figure was high.

Biologists who made a land trip and count from Baffin Bay to Port Isabel reported the greatest loss in the Baffin Bay area where windrows of fish 20 to 40′ wide were piled along the south shore for a distance of ten miles, with a solid bank of fish from one foot wide upward along the north bank. At least forty-two million mullet and four million trout were washed up on the beaches.

It was reported that 5,000 lbs. of edible fish were picked up in one cove on King Ranch before the count, and that 22,000 lbs. of sow trout and 7,000 lbs. of flounders were picked up at Pita.

Drum suffered the heaviest loss, and comprised at least 70% of the edible fish killed. These ranged from 10 to 30" in length. The trout loss made up an additional 10%, while the redfish loss was 1/5%, ranging in size from 24" upward.

Mr. Baughman expressed the opinion that scrap fish would add another 30,000,000 lbs. to the total loss.

Storm Keeps Coast Guard Busy

The "northers" of late January and early February took a heavy toll in boats and lives along the Texas and Mexican coasts.

The 100′ trawler *Equator* went aground near Campeche, Mexico, and had to be abandoned. The crew was reported to have been rescued. The vessel, a converted Army rescue boat, was owned by J. R. Gallion and his sons Paul and J. R., Jr. of Coronado, Calif.

The 65′ trawler *Gypsy Girl* went aground near Port Isabel. The *Rosella*, another 65′ trawler, sank 150 miles off Port Isabel. Crew members were rescued by the trawler *Bell Pass*. Shortly after the rescue, however, the *Bell Pass* had to call for help when her seams opened up.

The *Jole Blon*, a 70′ trawler, was beached and wrecked on the Mexican coast while assisting other distressed fishing boats.

The trawler *Princess*, stranded off Tampico, Mexico, was finally rescued by the Coast Guard boat *Triton* of Corpus Christi. H. L. Hardy, captain of the *Princess*, was lost in the storm.

Shrimp Trawler Launched

The 80′ *Linda Grasso*, the 20th and largest trawler of the Joe Grasso & Son fleet, Galveston, was launched on February 5 with Mrs. Ernest Scott, wife of the master, doing the christening.

Built for deep-sea fishing operations, the *Linda Grasso* will make trips from Galveston to Mexico in search of shrimp and other commercial fish, with a crew of four.

McDaniel Heads Fishermen's Association

Ruel McDaniel of Port Lavaca has been elected president of the Texas Fishermen's Association, with Ted Little of Rockport first vice-president; Ted Nelson of Corpus Christi, second vice-president; and Buddy Turk of San Antonio, secretary-treasurer. New chapters of the Association will be established in most Texas fishing communities.

Carlton Crawford of the Crawford Packing Co. has been elected president of the Palacios chapter of the Texas Fishermen's Assoc. Beck Stiner has been named vice-president; Johnny Perez, secretary-treasurer; and Lee Sander, chaplain.

Cold Weather Hampers Shrimpers

Cold weather and high winds kept small boats in port during February, but with the opening of the inland waters to commercial trawlers on March 1, these boats will resume operation.

Landings at both Aransas Pass and Brownsville averaged from 1,000 to 1,800 barrels per day during February. The landings consisted mostly of red shrimp, and the count ran close to 18 to the pound, heads off.

The deep-sea shrimping fleet at Corpus Christi has grown from two large trawlers a year ago to the impressive figure of 26.

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of trawls. A comparison of the shrimp catch of the three types of trawl has not been determined. However, at the above stations the bottomless trawl caught as many shrimp as the other types.

Dead Reef Oyster Shells to Be Sold

The Mississippi Seafood Commission last month signed a contract with Heartland Trading Co. of New Orleans, for the sale of dead reef oyster shells in Mississippi Sound, which shells are expected to bring a revenue of over $50,000 a year to the Commission.

The contract also provides that the company shall make a complete survey of the Sound, showing the location of the dead reefs, and submit findings to the Seafood Commission for approval before dredging work is started.

Alabama Seafood Catch Shows Big Gain

Landings of fishery products at Alabama ports during January totaled 3,435,700 lbs., which was an increase of 1,625,700 lbs., or 90 percent, compared with the previous month.

Landings of oysters amounted to 3,053,900 lbs. and accounted for 89 percent of the receipts during the month. The increase in oyster production during January was 1,896,950 lbs. above the landings of the previous month.

Shrimp production for January showed a decrease of 86,400 lbs. compared with hte previous month.

A decrease of 82,000 lbs., or 37 percent, was recorded in the red snapper catch during January, while mullet registered a drop of 110,300 lbs.

Florida Shrimper Makes Large Haul on New Mexican Grounds

The *Vona Mabry*, first shrimp trawler from Ft. Myers Beach to fish the Mexican grounds, returned to the Dixie Singleton dock at the Beach on February 13, with a tremendous catch of shrimp weighing 10,500 lbs. de-headed.

The catch, which averaged 18 to 20 count, was taken in 30 drags of one and one-half to two hours each at depths of 5 to 12 fathoms, about 40 miles southeast of the city of Campeche, Yucatan.

The *Vona Mabry* left Ft. Myers Beach the evening of January 31 and spent six nights fishing on the new Yucatan beds. Capt. Vona said very rough weather was encountered most of the voyage, and that the run to and from Ft. Myers took 140 hours.

Capt. Vona also reported that when he arrived on the beds there were approximately 200 trawlers, mostly from Brownsville, Texas, already there. When he started for home, four trawlers from Ft. Myers arrived for their first try on these new grounds, including the *Lucky Strike, Mallory, Star Dust* and *Venturer.*

Heavy Catch Landed by Shrimpers Last Year

Shrimp fishermen brought a near-record catch to Florida ports in 1950. The year's total of around 24,000,000 lbs. was exceeded only in 1928, when Florida shrimp landings amounted to 25,384,000 lbs. Last year's big catch was attributed to the opening of the new shrimp grounds off Key West.

Survey of Fishing Industry for Defense

Dr. Herbert W. Graham, chief of the Fish & Wildlife Service Laboratory at Sarasota, reports that his staff is making a survey of the fishing industry along the entire West Coast. The survey will help decide what materials may be needed in the fishing industry during the next two years or so, including boat building supplies as well as processing plant construction needs. Dr. Graham added that his staff had joined with East Coast surveyors in preparing a Florida report.

The information was asked for by the new Defense Fisheries Administration for use in setting up an allocation system for critical materials.

Trawler "Harriett F." Sinks

The shrimp trawler *Harriett F.* sank in the Gulf on February 13 after striking a submerged object. The owner, Herbert Fulton of Folly Beach, S. C. and a crewman, who were aboard, were rescued by the trawler *Sunday* and taken to Fort Myers.

Seek Breakwater for Key West

A resolution asking the Army Engineers to spend emergency funds to construct a breakwater or jetty in Key West harbor has been passed by the City Commission and copies were ordered sent to Senators Holland and Smathers and Rep. Lantagg.

W. W. Robinson's 47' x 12' x 4½' fishing boat "Porpoise" of Thunderbolt, Ga. She is equipped with a 100 hp. Superior Diesel with 2:1 reduction gear and Stroudsburg hoist.

Louis Perry's 53' shrimper "Three Brothers" of New Smyrna, Fla. Power for the vessel is furnished by an 88 hp. Caterpillar Diesel which swings 44 x 38 Columbian propeller through 2:1 Twin Disc reduction gear. She is painted with International paint, and is fitted with Stroudsburg hoist, 150-lb. Danforth anchor, 50-watt Apelco radiotelephone, Columbian rope and Linen Thread Co. Gold Medal nets.

More than $35,000 damage was done to commercial boats in the harbor on February 13. A mackerel fishing boat sank at Thompson's Dock and many of the shrimp boats lost their guard rails. The sterns of at least three boats were badly battered and still others received damage to their bows. Tied side by side, many of the boats were badly chafed as they rode the mountainous waves.

The shrimping industry in Key West is now grossing $500,000 weekly.

Shrimp Trawlers Go Aground

Two shrimp trawlers, the *General Ike* and the *Rose Marie*, went aground in the Dry Tortugas area during the storm on February 3. The U. S. Coast Guard cutter *White Sumac* received calls from both boats, but was able to refloat only the 42-ton *General Ike.*

The anchor cable of the *General Ike* had broken during the storm and the trawler drifted onto a reef. Manuel Jesus of Mayport, owner of the *General Ike*, reported that she suffered no visible damage.

The *Rose Marie*, owned and skippered by George W. Handy of Key West, was still aground late last month on Bush Key in the Dry Tortugas area. The Gulf-Atlantic Salvage Corp. of Key West was to attempt to refloat the trawler as soon as possible.

Fighting Increase in Express Rates

The Florida fishing industry is trying to prevent the Railway Express Agency from securing new and extensive rate increases. Rates on fish, virtually all of which travels by express, would be boosted as much as 64% between Florida and Charlotte, N. C.; 65% between Florida and Atlanta and 47% between Florida and St. Louis.

Rates to New York, another important point, would be as much as 71% higher.

Three-Month Ban on Catfish Netting

The State Game and Fresh Water Fish Commission has ordered a three-month closed season on commercial netting of catfish from the St. Johns River and Lake Okeechobee.

Director Coleman Newman said the ban, from March 1 through June 1, was put into effect on the recommendation of the Commission's Fish Management Division.

In addition to the ban on catfish seines, the use of gill nets and trammel nets for catching mullet will be prohibited in Lake George and Crescent Lake—part of the St. Johns system—for the same period.

New Bedford Fishing Dragger "Penguin" Given up as Lost

Full-scale search of Atlantic coastal waters for the missing 58′ New Bedford dragger *Penguin*, carrying a crew of six, ended February 23 after 6½ days of fruitless effort by Coast Guard air and surface craft. The vessel left New Bedford February 6 and was last seen on the 9th on the fishing grounds south of Block Island.

Capt. Sigurd Matland was skipper of the vessel, which was owned by Carl Beckman of New Bedford. The possibility that the vessel was rammed and sunk has been suggested.

Scallopers to Take Four-Day Lay-Over

Scalloper crew members of the New Bedford branch of the Atlantic Fishermen's Union have voted to take a four-day lay-over between trips, one day more than at present. The 300 scalloper crew members of the Union voted to tie up for 96 hours after unloading. They are already prohibited by contract from unloading on Sundays.

Safety Measure Urged by Coast Guard

Following an investigation into the loss at sea of the New Bedford dragger *Theresa A.*, the Coast Guard announced last month that the fishing industry should be advised to paint boats and rafts international orange.

A 1st Coast Guard District panel investigating the sinking recommended to Vice-Admiral Merlin O'Neill, U. S. Coast Guard commandant, the desirability of painting boats and rafts international orange. Subsequently, the case was reviewed by the Merchant Vessel Inspection Division, Washington, which concurred with the recommendation.

List of Critical Materials

Edmund O'Neil, business agent of the New Bedford Seafood Producers Association, recently called a meeting of fishing fleet owners and fishing supply concerns to submit a list of critical materials they will need to carry on a normal, or near normal, business in 1951. About 20 firms, representing nearly every phase of construction and maintenance of fishing vessels and fish processing plants, were represented. The information will be submitted to the National Production Authority.

Overhauling and Outfitting

The *Martha Murley* has been at Goudy & Stevens in East Boothbay, Me. for recaulking, refastening and new spars. She is owned by John G. Murley of Fairhaven. The *Fleetwing*, another of Capt. Murley's boats, is at East Boothbay for a general overhauling.

Shown from left to right on the 87′ New Bedford, Mass. dragger "Stanley B. Butler", owned and skippered by Capt. Olaf Anderson, are John Ward, mate on the "Butler"; and Capt. Frank Foote of Fairhaven, who commands the 74′ "Whaler", owned by John J. Gobell of New Bedford.

A. Russell Gifford has installed 6" White Constellation compasses aboard the draggers *Theresa*, of which Joseph Rego of New Bedford is owner and skipper, and *Jacintha*, skippered by Capt. Sofus Mortensen of Fairhaven and owned by Correia & Sons of New Bedford. A White SurEcho depth sounder has been put aboard the dragger *Sister Alice*.

A 50-watt Apelco radiotelephone has been installed on the *Three Pals* by Whitehead Marine Radio of New Bedford.

Purchases Dragger "Sea Hawk"

Thomas J. Griffiths of New Bedford has purchased the dragger *Sea Hawk*. The 70′ x 18′ x 9′ vessel was built in 1941 at Reid's in Winthrop, Mass.

Otter Boards Successfully Used As Anti-Rolling Device

The principle of the otter-board has been successfully applied by salmon trolling boats in Northern California to reduce rolling in heavy seas. This enables boats to fish in weather when they would otherwise have to shelter and thus increases the fishermen's catch. The following description of the device is by W. L. Scofield, Bureau of Marine Fisheries, California Division of Fish and Game.

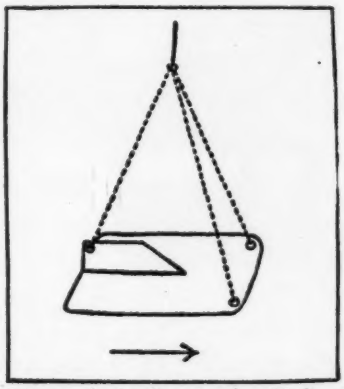

Diagram showing how otter board is hung when used as boat stabilizer.

Some 80 years ago otterboards were first used by European sport fishermen to carry a fishing line out away from the skiff, and later commercial fishermen used boards to keep open the mouth of a dragnet or trawl. For several years salmon trollers have been using a horizontal sheerboard in place of heavy lead weights to keep their lines and hooks submerged at the desired depth.

For holding a fishing vessel steady by reducing the roll of the boat in heavy seas, two horizontal boards, one on each side of the vessel, are carried 6 to 20 feet under water, with the flat surface of the board parallel to the surface of the water. When the vessel rolls to one side the flat surface of the opposite board partially checks the roll. This checking action of the boards is exerted even when the vessel is at anchor. The boards usually are hung from the main outrigger troll poles which are carried a little forward of amidships. While the vessel is under way, the boards ride a little aft of amidships.

The supporting line from board to pole is made fast to the pole about one-half to two-thirds of the way out toward the pole tip. This means that each board is carried 10 to 18 feet out from the side of the vessel and this provides for considerable leverage on the vessel through the outrigger pole. Because of this leverage it usually is necessary to outfit the vessel with heavier outrigger poles, or to support the poles with heavier guyline braces.

A few boards are of wood but most are of metal. Many are homemade or made to order at a metal worker's shop and some are sold by ship chandlers. Boards vary in size and shape but are roughly 1½ to 2 feet long by 12 to 16 inches wide, with the forward edge rounded at the corners. Most boards are supported by three short bridle chains, two from the forward edge and one from the aft end. On the underside of the forward edge there is usually a heavy lead weight to keep the board down in the water and the supporting line taut. On the upper surface of the board is welded a verticle fin or vane which serves to keep the board headed on the same course as the vessel.

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Clams Making Comeback

(*Continued from page 13*)

the minimal size or density required to maintain a self-sustaining population.

Present evidence of relationship between numbers of breeders to subsequent sets is indirect and is obtained from the production statistics for the Commonwealth of Massachusetts as compiled by the U. S. Fish & Wildlife Service. From 1880 to 1935 an average of three million pounds of soft clams per year were marketed. A rapid increase then occurred so that by 1940 the production was over eight million pounds per year. This high yield was probably due to an increasing demand created by the popularity of fried clams. Since 1940 production has declined rapidly so that now less than a million pounds are marketed each year in spite of high prices.

These figures suggest that the intensity of digging was in a state of equilibrium with natural propagation up to 1935. The rise in production between 1935 and 1940 may have resulted to some extent from extensive plantings, which were instituted by the Massachusetts Department of Conservation in 1933. However, the continuance of these measures failed to halt the decline. Evidently the clam stocks were being dug faster than they could replenish themselves during this period, so that by 1940 the size and density of the breeding stock was too low for efficient propagation.

Barnstable Harbor Studies

More direct evidence of a positive correlation between number and/or density of the breeders and the abundance of larvae produced was found in Barnstable harbor during the Summers of 1948 and 1949. In 1948 the supply of large clams in the harbor was limited and single hole digging was the rule, but the number was sufficient, at the prevailing high prices, to permit five or six men to dig profitably.

In 1949 the supply had diminished to such an extent that digging was not profitable even though prices had materially advanced and opportunities for other employment were scarce. Furthermore, the supply of clams which had been planted in the harbor by the town had been so reduced by predators that diggers did not even consider working on those beds.

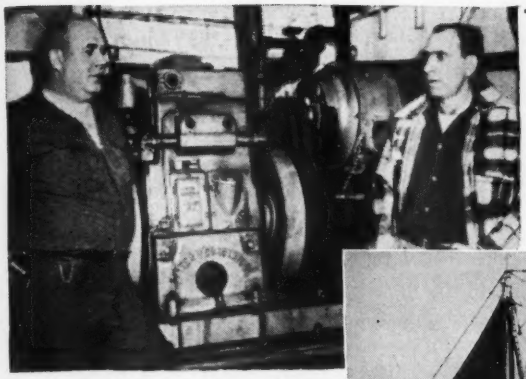
The clam larvae in the Summer of 1949 were only half as numerous as in 1948. The number of larvae that reached the presetting stages was negligible and there was practically no set. These facts suggest that the number of breeders was approaching a critical level in 1948 and in 1949 the number was so few that they were unable to produce sufficient larvae to insure survival to the setting stage.

However, this evidence should not be taken as conclusive because of the short period and limited extent of the observations. Considerable more investigation is desirable, since the brood stock problem is of great practical importance in the planning of programs for improvement of the clam fishery.

Effect of Marketing Small Clams

It has been suggested that the present-day practice of marketing small soft clams, just over the minimum legal length of 2", has had an adverse effect on the fishery. The demand for smaller sizes, a comparatively recent development, has resulted from an increase in the fried clam trade, where numbers rather than size determine profits.

In Massachusetts the soft clam attains the minimal legal length of 2" in 2 to 2½ years, after which growth becomes slower. Volume triples as clams grow from 2 to 3" in length, but on an average three additional years are required. In this additional period there is a steady reduction in numbers, since the clams are continually exposed to a hazardous natural environment. Therefore, increase in volume of a clam population occurs only when the rate of growth is sufficient to offset the mortality.



Engineer Arthur Mack (left), Capt. Salvatore Parisi (right) with the 16 H.P. LISTER-BLACKSTONE Diesel Model CE on 'St. Nicholas' driving a 10 KW generator, air compressor and pump.

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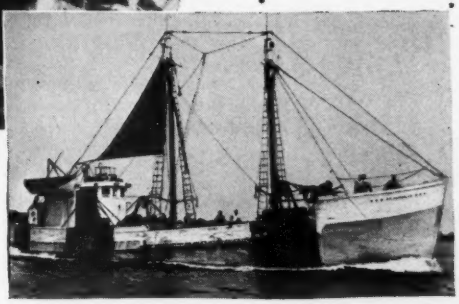

Twenty two years of engine 'know how' backs up the expert opinion of Arthur Mack, veteran engineer aboard the dragger *St. Nicholas,* Gloucester, Mass., Salvatore Parisi, owner. "You can go off and leave it running for hours at a time and never worry. Recently we got all our air from the Lister for a whole trip because our main engine compressor crankshaft broke after being out seven hours, and we use a tank of air every two hours."

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Striped Bass Fishery of Maryland Supported by Small Fish

A significant aspect of a recent five-year study of striped bass or rock in Maryland was the disclosure that the fishery is supported to a considerable extent by small striped bass.

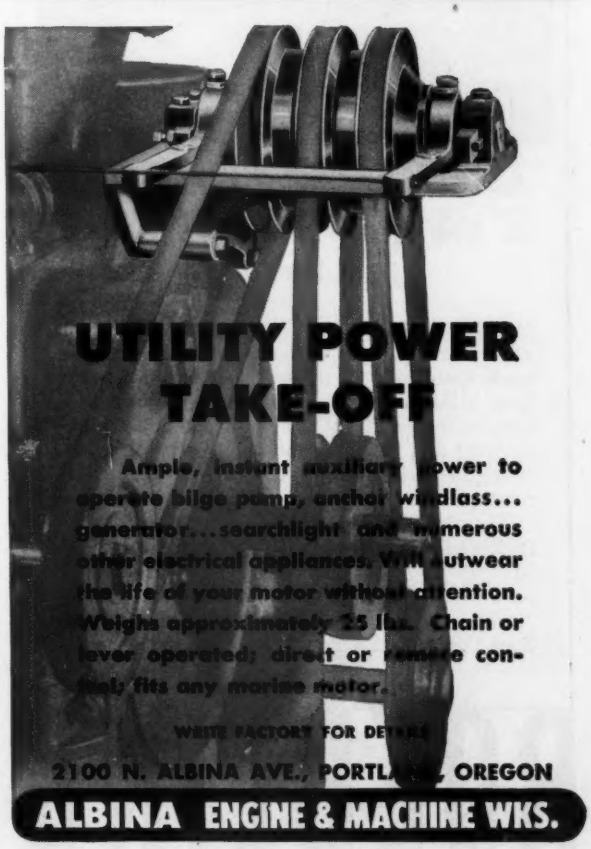
The Maryland Department of Research and Education has published a report on the study, which was conducted by Dr. R. E. Tiller, former fishery biologist of the Chesapeake Biological Laboratory, Solomons, who is now with the U. S. Fish & Wildlife Service.

In the report, Dr. Tiller says: "The State's rock fishery is prosecuted in what may well be termed a nursery area. Adult fish enter the rivers and in the waters of the Chesapeake Bay for at least two years before even a portion of them begins seaward migrations."

The report gives an outline of the techniques of investigation, and the results of the analysis of scales from 1940, 1942, 1943, and 1944 broods of striped bass. The study was concerned with the interpretation of scales in relation to the marked fluctuations characteristic of striped bass in the Chesapeake Bay area.

Dr. Tiller was able to determine the rate of growth, the contribution of these broods to commercial catches, and the rate of utilization of successive year classes. A close coincidence in body length and calculated length between fish from Long Island, New York, and those from the Galesville area in Chesapeake Bay, for example, indicated that there was a possibility of using scale analyses as an index to origin of the stocks of striped bass of the Middle Atlantic Coast.

Aging of scales demonstrated that, in some years, nearly all of the catch is composed of yearling rock, about 11" in length, and weighing about one-half pound. Those surviving the first year in the fishery reach the "medium" market classification the following year, and during the third and fourth year become large rock.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Provincetown Fishermen Seek Light for Wood End Buoy

A recommendation that the Wood End bell buoy be equipped with a light is being made to Coast Guard officials, Lt. Alton W. Meekins, officer in charge of Lower Cape Coast Guard units announced after a meeting with Provincetown fishermen February 8.

Meekins met with the fishermen at the request of the Seafood Producers Association and talked with its president, Capt. Manuel Dutra, and several skippers. The fishermen reported that because the bell buoy is not equipped with lights, many boats actually have hit it in thick weather.

Addition to Fishing Fleet

Another large fishing dragger has joined the Provincetown fishing fleet, the 60′ *Cap'n Bill*, purchased by Antone Duarte, Jr. of Truro, Charles H. Beckley of Scarsdale, N. Y., and Capt. Edgar W. Francis, Jr. of Provincetown, who will be the skipper.

The *Cap'n Bill*, built in Maine in 1942, was previously owned by Capt. Henry Klimm, Jr. of Falmouth, and formerly fished out of Woods Hole.

Sunken Vessel to Be Raised

The New England division of the Army Engineers Corps has announced the awarding of a contract to John Forward, Inc. of Boston for removal of a wrecked fishing vessel from Provincetown Harbor. The vessel is the *Alberta II*, a 40′ craft which lies in 10′ of water at mean low tide about 1,800′ offshore.

"Albatross" to Do Oceanographic Research

The research vessel *Albatross III* has left the Fish & Wildlife station dock at Woods Hole for alterations and overhaul at the James S. Munro Shipyard in Boston.

The *Albatross* has been transferred from the Fish & Wildlife Service to the Woods Hole Oceanographic Institute for oceanographic research projects. Overhaul will include removal of fishing gear, changes to accommodate scientific instruments and a new paint job.

Want Sandwich Clam Flats Re-Seeded

Considerable interest has been shown in the Sandwich town warrant article calling for taking of flats along several streams to be seeded with clams.

Sandwich boasted exceptionally good clam flats a number of years ago, but these long since have been worked clean.

Harwich Shellfish Planting

In his annual report, Roger W. Munsey, Harwich shellfish warden, revealed that during the Spring of 1950 a planting program was carried out, with 77 bushels of oysters and 30 bushels of clams planted. He hopes to carry out the same program on a larger scale this year.

The estimated value of the shellfish taken from Harwich waters was $22,600, with scallops on the top of the list at $11,200.

Spring Painting

(*Continued from page 14*)

and these should be studied by the master and owner, particularly in regard to checking stubborn leaks on decks and in deck structures.

Preparations should be made for preserving surfaces such as tarpaulins. There are many waterproofing and preserving materials on the market for different types of treated canvas, and you should be careful to use the proper material on the surface at hand. In some cases it may be all right to mix up a homemade solution, but it is well to consult the local sailmaker or awning maker if a sailmaker is not near at hand. Canvas boat covers,

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skylight covers, etc. cost too much to be ruined by the application of a waterproofing mixture that will set up an action with the material already in the canvas.

Care should be used in preparing surfaces for painting so that the edges of plywood are fully protected. You also should make sure that nothing is wearing the surface of the plywood.

There may be metal equipment on your boat, such as aerials, which should be prepared and coated with some mixture for longer life. Various plastics also may require special attention from time to time.

Fastenings on Deck

One thing which is seldom mentioned in preparation for painting is that of checking fastenings on deck, such as fastenings of deck plates, deck lights, hinges, half-oval or half-round, and the various comparatively small fittings that should be secured with brass screws. These screws may be in bad shape and nearly ready to break off. Perhaps they will let go soon after the surface is painted, with the result that the fitting will have to be removed and refastened, and the new paint nearby will be ruined.

If the screws are in bad shape, I suggest that all brass screws be replaced with bronze screws which, while more expensive, will give longer worry-free life.

In preparing for painting, the chief job is to do everything possible to prevent fresh water from working below. Fresh water leaks are an enemy of wood or metal and the greatest hazard your boat ever will be called upon to face—a hazard which must be met year in and year out regardless of whether the boat is in port, at sea or hauled out. And remember, the old saying that an ounce of prevention is worth a pound of cure, is very true of painting. Prevention of a fresh water trickle around the stem, for instance, may save the stem and the entire bow. One cannot be too careful, and should keep in mind that the first duty of paint is to preserve and secondly to be ornamental.

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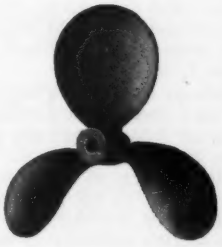

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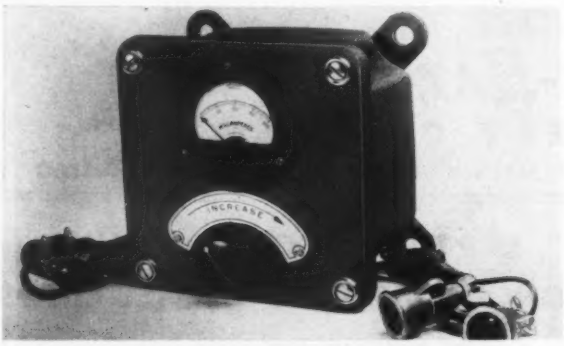
Equipment and Supply Trade News

Surrette Battery Charge Retainer

A charge retainer which can be used by boat owners or boat yards to preserve the charge in batteries not in use is manufactured by Surrette Storage Battery Co., Inc., Salem, Mass. Two models are designed especially for marine application with full insulated transformer, including Model C-R-3, which is for 32 volts, 15 or 16 cells; and Model C-R-4, for 56 to 60 cells, 120 volts. The units operate on standard 60-cycle, 115-volt power supply, but other voltage can be supplied on request.

With the Surrette charge retainer, equipment and batteries can be put in storage for as long as a full season, and the batteries will be kept in top condition.

The charge retainer does away with guesswork in charging stored batteries at the right time and prevents overcharged and undercharged batteries. The equipment also eliminates the possibility of having uncharged batteries when they are needed, with the resulting damage of sulphation that frequently takes place in batteries left in a discharged condition.



Surrette battery charge retainer.

Nordberg Engines Described in New Bulletins

Publication of a new 16-page, two-color bulletin describing four new and improved Nordberg gasoline marine engine models—the Knight, Marlin, Arrow, and Bluefin—has been announced by Nordberg Manufacturing Co., Milwaukee 7, Wis.

The bulletin contains application and design data and illustrates the advance construction features of the Nordberg gasoline marine engines which have continuous, usable horsepower ratings as follows: Knight, 145 hp. at 3200 rpm.; Marlin, 110 hp. at 2800 rpm.; Arrow, 95 hp. at 3200 rpm.; and Bluefin, 80 hp. at 2800 rpm.

Typical installations of Nordberg engines are shown along with a cross section cutaway of the Nordberg Sta-Nu-Tral clutch and reverse and reduction gear assembly. Also contained in the pamphlet are outline drawings and charts which give the dimensions and specifications of all four engines and horsepower ratings at both engine and propeller rpm. for direct drive or reduction gear drive.

Construction and operation features of the Nordberg four-cycle, one-cylinder and recently introduced two-cylinder, vertical, mechanical injection, Type 4FS Diesel engine are contained in another new two-color bulletin published by Nordberg. Within an operating speed range of 1200 to 1800 rpm., the one-cylinder engine develops 10 to 15 hp., and the two-cylinder unit, 20 to 30 hp.

Bulletin 183 illustrates the various applications for these engines and gives kilowatt ratings and pumping capacities of the different models. All main engine parts are shown, and their particular specifications are given.

Aldridge in Charge Radiomarine Sales

George P. Aldridge

George P. Aldridge has been elected to the newly-created post of Vice-President in charge of Sales and Government Contracts for Radiomarine Corporation of America. Mr Aldridge was formerly general sales manager, and has been associated with Radiomarine for almost 22 years. In his new post, he will continue to supervise the sales activities of the entire Corporation, including its branch sales offices throughout the country.

Aldridge has held many posts with Radiomarine, including radio operator at Palm Beach and Lake Worth, Fla.; assistant sales and service manager at Boston, Mass. and Miami, Fla.; service manager at Galveston, Tex. and Wilmington, Calif.; and assistant general sales manager.

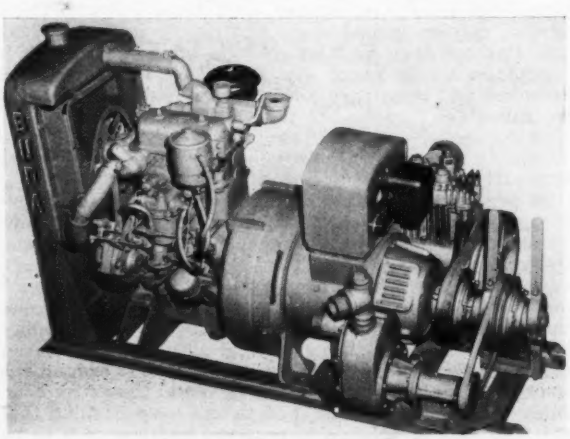
Folder on Universal Marine Engines

Universal Motor Co., 321 Universal Drive, Oshkosh, Wis., has announced the release of a new accordion-type folder on marine engines, entitled "Choice of Seasoned Boatmen". The pamphlet illustrates the complete line of Universal marine engines from 8 to 145 hp. Indexed across the top by horsepower ratings and engine models, it also includes specifications on all Universal marine engine models, as well as information on Universal marine electric plants.

Buda Has New Auxiliary Unit

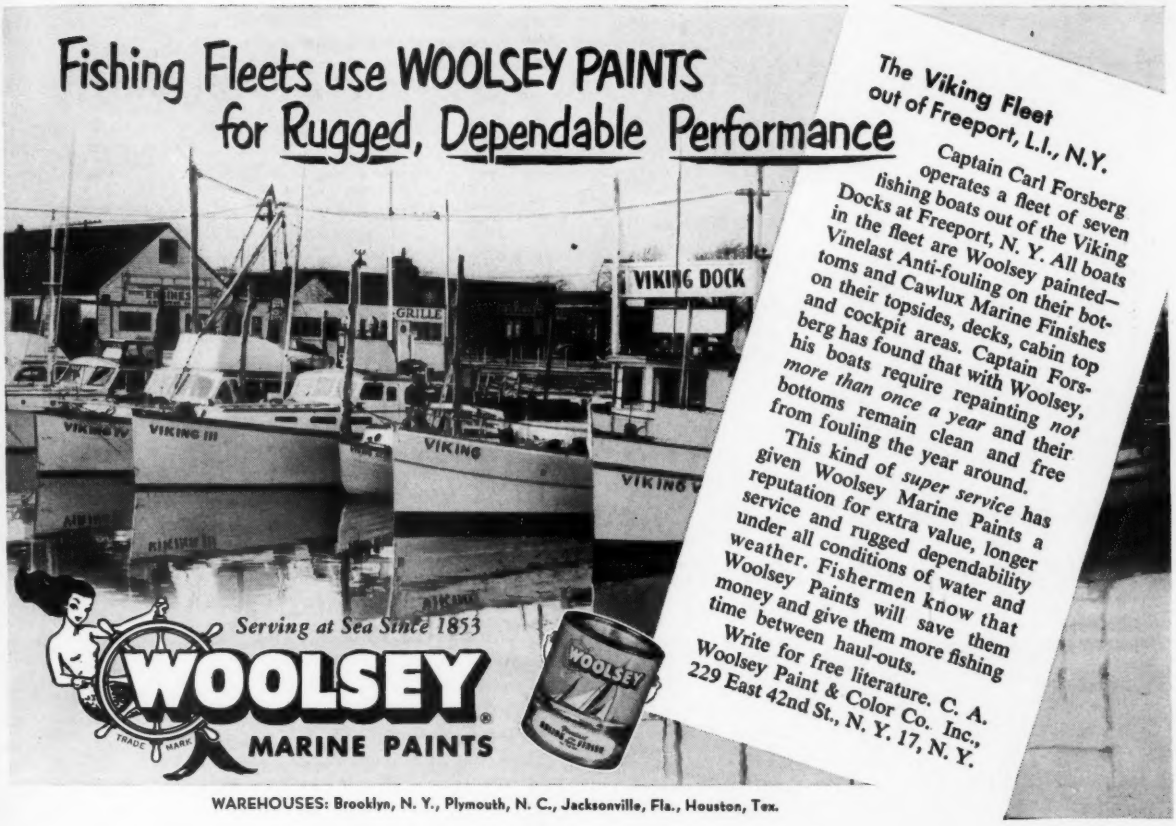
A new marine Diesel engine utility unit has been introduced by The Buda Co., Harvey, Ill., and is completely described in their Bulletin No. 1530. A combination generator set, air compressor and bilge pump, this Buda utility unit is adapted to a wide variety of applications both on board ship and on shore.

Powered by a Buda 2-BDG-77, 2-cylinder industrial type Diesel engine, the utility unit is completely equipped with radiator and fan, main generator and switchboard, bilge pump, air compressor and two overriding clutches



New Buda Diesel auxiliary unit.

Fishing Fleets use WOOLSEY PAINTS for Rugged, Dependable Performance



The Viking Fleet out of Freeport, L.I., N.Y.

Captain Carl Forsberg operates a fleet of seven fishing boats out of the Viking Docks at Freeport, N. Y. All boats in the fleet are Woolsey painted—Vinelast Anti-fouling on their bottoms and Cawlux Marine Finishes on their topsides, decks, cabin top and cockpit areas. Captain Forsberg has found that with Woolsey, his boats require repainting *not more than once a year* and their bottoms remain clean and free from fouling the year around.

This kind of *super service* has given Woolsey Marine Paints a reputation for extra value, longer service and rugged dependability under all conditions of water and weather. Fishermen know that Woolsey Paints will save them money and give them more fishing time between haul-outs.

Write for free literature. C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., N. Y. 17, N. Y.

Serving at Sea Since 1853

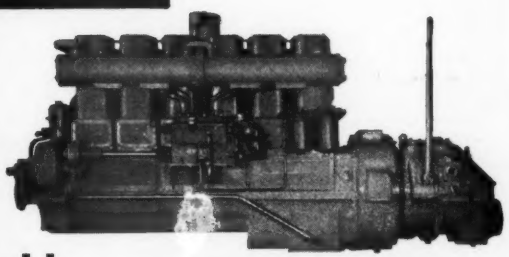
WOOLSEY®
TRADE MARK
MARINE PAINTS

WAREHOUSES: Brooklyn, N. Y., Plymouth, N. C., Jacksonville, Fla., Houston, Tex.

LATHROP

D-100 DIESEL

100 HP. at 1000 R.P.M.



Here is a 6-cylinder, 4-cycle, medium speed engine designed for continuous duty. Weight: 4100 lbs. Bore: 5½". Stroke: 7". Displ. 998 cu. in. Available with this newly designed engine are: late-type reverse and reduction gears (ratios 1:1, 1.5:1, 1.75:1, 2:1, 2.5:1, 3:1), 24 or 32 volt generator, power take-off and auxiliary V belt drive. Write for Folder.

19 Models • 20 to 200 HP. Gasoline & Diesel Representatives at Key Ports

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MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

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OSLO *Established 1832* NORWAY
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MODEL MT271, illustrated, engineered for heavy duty service and ease of operation. Compact, efficient and reliable; 80 watts output, 6 channels.

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NAME.....

STREET.....

CITY..... STATE.....

all mounted on a structural steel base. The use of auxiliary equipment is possible since the overriding clutches are mounted on an extension shaft.

Specifications of the Buda Diesel engine utility unit include main generator—3 kw., 32-volt, direct current, 1500 rpm.; bilge pump—90 gpm. at 15′ head, 20 gpm, at 45′ head, 2700 rpm., 5′ suction lift; air compressor—two stage, 9.25 cfm. at 250 psig, 900 rpm.

Also available from Buda is a new three-color, eight-page catalog illustrating and describing fourteen sizes of their Diesel marine engines ranging from 15 to 500 hp. Complete horsepower ratings and dimensions are given on each model. A number of fishing boats using Buda Diesel engines are shown, including the 67′ Gloucester, Mass. dragger *Ida & Joseph II*, the 52′ Fernandina, Fla. shrimper *Nanjohn* and the 83′ North Lubec, Me. sardine carrier *Pauline*.

Detroit Diesel Catalog on Marine Engines

The Detroit Diesel Engine Division of General Motors Corp., 13402 West Outer Drive, Detroit 28, Mich., has announced a new catalog describing the Division's complete line of Series 71 2-cycle Diesel engines for application in the marine field.

The book covers single and multiple engine units from 2 to 24 cylinders with power ranging from 32 continuous to 780 intermittent horsepower.

It contains data on GM Diesel 2-cycle design and interchangeability of parts; a "Select Your Power" Chart covering 57 standard power take-off and 7 torque converter models; engine illustrations and an outline of Detroit Diesel service facilities.

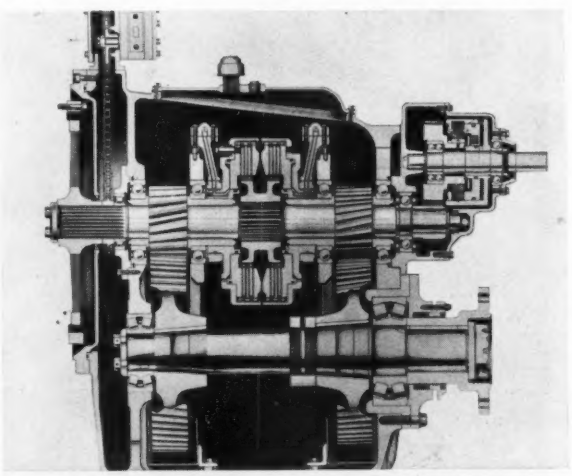
Twin Disc Hydraulic Gears Improved

Development of new, quieter, more compact hydraulically actuated marine reverse and reduction gears in 175 and 300 hp. sizes has been announced by Twin Disc Clutch Co., Racine, Wis.

Incorporating exclusive new Twin Disc design principles, the new gears, models MG-175 and MG-302, transmit engine torque through rubber in compression to cushion the drive. New design makes the gears extremely compact (20″ overall with rubber block for the MG-175 and 40″ for the MG-302).

Compactness has been achieved through: (1) Redesign of the gear train; (2) Utilizing hydraulic instead of mechanical clutch actuation; and (3) Use of lighter and stronger gears, which are carburized and hardened, with generated helical ground tooth profile.

The rubber-block "rubber-in-compression" drive is essentially the same type of drive as used on Twin Disc power take-off units. It consists of a gear tooth driving spider driven by an internal gear ring bolted to the



Twin Disc MG-302 marine reverse and reduction gear.

Complete Outfitters for Trawlers, Draggers

MANILA and COTTON TRAWL NETS
for EVERY SIZE BOAT

Special Redfish Cod-ends

Made of heavy manila, small mesh twine. Available in all lengths.

MANILA and SISAL CORDAGE • WIRE ROPE • CHROMED HIDES

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F. J. O'HARA TRAWLING CO.

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engine flywheel. Synthetic rubber caps are molded to the profile of the machine cut teeth on the spider periphery. The combination reduces to a minimum the transmission of both shock and noise, as well as withstanding reasonable axial and eccentric misalignment without putting undue stress and load on the marine gear input shaft and related parts.

The reverse drive provides full power and full speed for fast maneuvering; and the hydraulically actuated duplex clutches, separate for forward and reverse, eliminate necessity for adjustment to compensate for wear of friction surfaces.

Like all new Twin Disc gears, the MG-175 and MG-302 are provided with a power take-off shaft for operating auxiliary equipment. On the smaller gear it extends through the rear of the case; on the larger unit it is a separate gear driven shaft with separate built-in wet-type clutch.

The method of reversing the engine power is the simple counter shaft design that Twin Disc has made standard. One clutch directs the power flow, through a pinion and gear for forward direction, while an identical clutch is used to transmit the power through a pinion, an idler and a gear for reverse direction.

Instead of engaging the clutches through a mechanical linkage, oil acting upon a piston provides the clutch clamping force. The clutches have oversize driving plates faced with sintered, bonded, bimetallic friction material. Each clutch has ample low stressed release springs. Spring loading of the hydraulic operating valve enables the operator to readily sense the forward, neutral and reverse positions.

The hydraulic wet sump system is simple, and independent of the engine oil system. Each unit has its own gear-type pump, driven at all times at engine speed, insuring a positive flow of oil even at idling speeds. Each also has relief valve, actuating valve, and easily cleaned filter.

Bahr Heads Enterprise Service Department

Henry D. Bahr

Henry D. Bahr has been appointed manager of the Service Department of Enterprise Engine & Machinery Co., San Francisco, Calif. He was previously Enterprise's Far Eastern service representative in the Philippines.

Bahr has been associated with the Diesel industry since 1937 when he finished his Diesel engineering studies at Pratt Institute, New York. He holds a Marine Engineer's Certificate. During the war, Bahr served with the War Department Office of the Chief of Engineers in the Africa Middle East Theater. There he supervised rehabilitation of captured power plants and construction of new Diesel power plants.

Booklets on Caterpillar Engines

A new 16-page illustrated booklet entitled, "Honest Push," has been issued by Caterpillar Tractor Co., Peoria 8, Ill. Performance data, horsepower ratings, overall engine specifications, design features and job-proved applications, are presented.

The booklet illustrates fishing boats and other seagoing craft which are powered by "Cats". Briefly outlined are specifications of the eleven Caterpillar Diesel marine engines ranging from 38 to 400 continuous horsepower. It also lists the various "job-matched" marine gears available with "Caterpillar" Diesel propulsion engines.

In another new 32-page publication, Bulletin 30043,

Rugged, Durable . . .

PITTSBURGH MARINE ENAMELS

Keep Fishing Craft Seagoing!

For Interior or Exterior Use

PITTSBURGH Marine Enamels are long lasting, tough and elastic. Give maximum protection to funnels, ventilators, machinery and equipment which require a high-gloss, durable coating.

● **Pittsburgh Marine Enamels** are easy to use, too. They go on easily, dry quickly and harden to a remarkably resistant finish which withstands marring and abrasion in amazing fashion.

● **For any surface,** interior or exterior, where a long-lived finish is needed, you can't go wrong with Pittsburgh Marine Enamels.

● **Pittsburgh** has special finishes for all marine needs. Write today for free booklet that can save you time and money.

● IMPORTANT NOTICE TO SHIP CHANDLERS! Although Pittsburgh Marine service covers most important ports, we have a few opportunities for ship chandlers. If interested, write, wire or phone the factory nearest you.

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Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Houston, Texas; Los Angeles, Calif.; Portland, Ore. Ditzler Color Div., Detroit, Mich. The Thresher Paint & Varnish Co., Dayton, O. Forbes Finishes Div., Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.

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PITTSBURGH PLATE GLASS COMPANY

Howard H. Scott, who has been appointed special representative to handle marine Diesel sales for the Heavy Machinery Division of Nordberg Manufacturing Co., Milwaukee, Wis. Mr. Scott graduated from the five-year course in marine transportation at the Massachusetts Institute of Technology. He joined American Eastern Corporation of N. Y. C. in 1946, serving as marine superintendent and as assistant to the executive vice-president.

just released by Caterpillar, three engines in the Caterpillar line, the D311, D315 and the D318, are photographically taken apart and explained. Helpful hints in servicing and maintaining marine engines are given. Important parts of a marine engine are considered and various engine attachments discussed.

The four largest engines of the Caterpillar marine line are the subject of Bulletin No. 30048. There are sixteen pages of cutaway photographs, diagrams, and specifications. All four of the engines discussed, the D397, D386, D375, and the D364, are similar in general design, using many of the same parts and having many features in common.

Sudbury Offers Automatic Bilge Cleaner

One of the newer products being manufactured by Sudbury Laboratory, South Sudbury, Mass., is an automatic bilge cleaner. It is claimed that when added to the bilge water, this product goes to work at once, emulsifying all gasoline, fuel oil, grease, slime and scum, and making a milky solution that can be easily and completely pumped overboard. It is non-caustic, harmless to hands, paint, and fastenings.

Sudbury Laboratory's automatic bilge cleaner.

Since the oil, gasoline, etc. is emulsified with the bilge water rather than left floating on top, it reduces the amount of inflammable fumes and helps eliminate fire and explosion hazard. Seasickening odors are removed, too.

Sudbury Laboratory's slogan, "Let the Roll of the Boat Clean the Bilge", portrays how easily grease and oil can be removed from the bilge. The bilge cleaner may be used on all sizes of boats.

By using Sudbury Laboratory's Liquid Aqua-Clear, boat owners can assure themselves of clear, rust-free drinking water, even from old tanks. Aqua-Clear, made of a food-quality product, deposits a microscopically thin, porcelain-like film over the inside of a water tank, which prevents the water from coming in contact with the metal and thereby stops rust and corrosion. It is both harmless and tasteless.

Delaware Bill Bans Power Dragging in Bay

A bill introduced in the Delaware Legislature by Rep. Howard W. Jones of Dover would prohibit anyone from catching fish in Delaware Bay or its tributaries by means of dragnets operated from power vessels.

Rhode Island Fishermen Protest Establishment of Firing Area

A proposal by the Army to establish a large danger zone southeast of Montauk Point, N. Y., and within about 12 miles of Block Island in connection with anti-aircraft artillery firing practice brought a storm of protest immediately from fishermen.

Army spokesmen said that the area, roughly 16 by 24 miles and described by fishermen as one of their most productive grounds, would be declared a danger zone on certain weekdays starting in April and continuing through the year, if the Commanding General's request is approved.

The Army announcement said a water passage about a mile wide would be reserved between the danger zone and the Montauk shore for navigation by regular cargo-carrying vessels and commercial fishing vessels.

Fishermen from three States have reported that they will file protests against the proposal to establish the firing area with U. S. Senators and Representatives from their States and with Army Engineers.

George Gross, manager of the Point Judith Fishermen's Cooperative, stated that taking such a section out of the fishing grounds for a firing area would be a severe blow at a time when a National Emergency has everyone concentrating on more food production.

The area the Army seeks to close is used by fishermen from coastal ports all the way from New Bedford to New London. The Point Judith Cooperative handles fish from more than 50 commercial fishing vessels.

John B. Bindloss of Stonington, Conn., chairman of the Atlantic States Marine Fisheries Commission and owner of a number of fishing vessels, stated that the area abounds with fish of the profitable flounder variety and that loss of production would run into millions of pounds.

Bindloss said the proposed restriction would be not only for now but for years to come, as undetonated shells might lay at the bottom, presenting a perpetual hazard.

Fish Reduction Plant Opens

Opening of the Dehydrated Process Co. reduction plant at Point Judith has raised the hopes of Point Judith Fishermen's Cooperative officials that 1951 production will offset a drop in edible fish landings the past year.

Food fish landings at Point Judith in 1950 were 22% down from 1949 totals, according to George Gross, Co-op manager. In round figures, 5,000,000 lbs. of food fish and 9,000,000 lbs. of herring and trash fish were landed.

Besides the reduction plant, which already has begun attracting out-of-port vessels, Point Judith has a new 15' channel into the docks. The Federal Government spent $160,000 improving the harbor, so that larger boats could get in and out.

Shellfishermen Hampered by Cold Weather

Shellfishing activity along the Warren waterfront was curtailed considerably early last month when an icy northwest wind swept across the Warren River, causing a record low tide and freezing oysters.

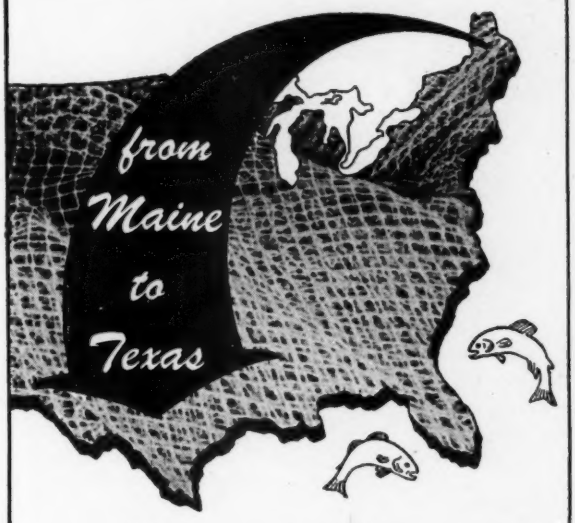
Byron Blount of the Blount Seafood Co. estimated that the drop in the tides was 3' more than normal.

The *G. H. Church*, an oyster boat owned by the Warren Oyster Co. and captained by Capt. John M. Tavares, made two trips to the oyster grounds on February 8 and brought back enough oysters to fill orders for 300 gallons of opened stock and several bags of shell stock.

Blount said the *Priscilla*, an oyster boat owned by his Company, made a trip to the oyster beds they own, but returned to the dock after discovering that most of the oysters were frozen.

"Mariana" Hauled Out

At W. H. Knight's Salt Pond Railways in Point Judith, Capt. Ken Winters had his dragger *Mariana* up on the railway for a bottom refurbishing. International anti-fouling bottom paint was applied.



Month after month, thousands of pounds of EDERER NETTING is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more EDERER quality netting in these areas, is conclusive evidence that EDERER NETTING is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—ASK FOR EDERER QUALITY WHEN YOU BUY . . .

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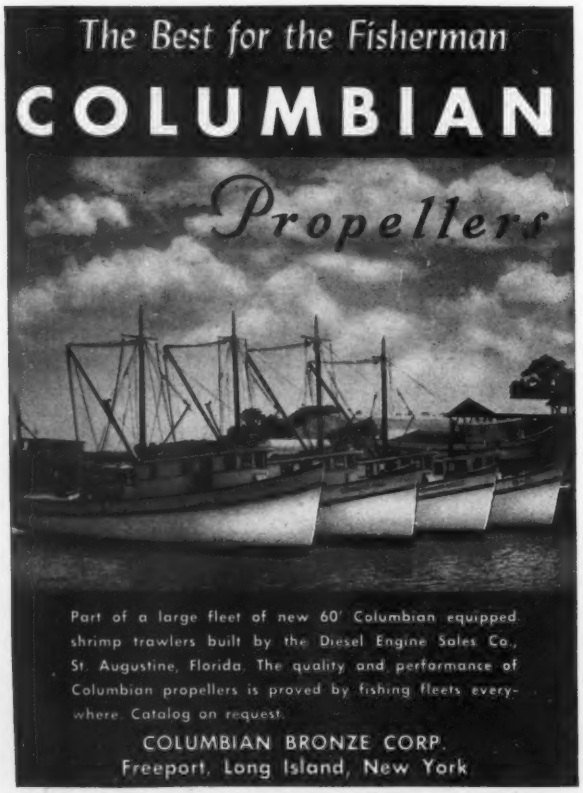
PFLUEGER HOOKS
Built Right to Stay Right
Pflueger SOBEY Hook
Pflueger KIRBY Hook
Pflueger O'SHAUGNESSY Hook
Sharp points—sharp barbs—strong steel—long lasting finish. You get every feature wanted for hooking and holding fish when you ask for Pflueger Hooks. Made from over 80 years experience.
Ask your supplier
THE ENTERPRISE MFG. CO.
AKRON, OHIO
PFLUEGER
(Pronounced FLEW-GER)
A GREAT NAME IN TACKLE


The Best for the Fisherman
COLUMBIAN
Propellers
Part of a large fleet of new 60' Columbian equipped shrimp trawlers built by the Diesel Engine Sales Co., St. Augustine, Florida. The quality and performance of Columbian propellers is proved by fishing fleets everywhere. Catalog on request.
COLUMBIAN BRONZE CORP.
Freeport, Long Island, New York

Fish Landings

For Month of February

Hailing fares. Figure after name indicates number of trips.

NEW YORK

Alvin T. Fuller (3)	151,500	Olivia Brown (2)	64,100
Beatrice & Ida (1)	27,500	Positive (2)	103,000
Catherine C. (1)	30,300	Raymonde (2)	84,000
Edith L. Boudreau (3)	111,700	Richard Lance (2)	24,700
Evelina M. Goulart (2)	92,000	Rosalie F. (2)	46,000
Felicia (2)	100,000	S #31 (3)	73,000
Florence B. (2)	53,900	Sally & Eileen (2)	49,500
Gloria F. (1)	13,100	Sol (2)	79,300
Joseph S. Mattos (2)	62,000	Superior (2)	81,400
Katie D. (3)	109,500	Teresa & Jean (1)	41,000
Lady of Good Voyage (3)	134,400	The Queen (3)	95,500
Magellan (2)	114,000	Thomas J. Carroll (1)	32,000
Malice (1)	26,600	Tina B. (1)	34,500
Marion & Alice (3)	115,500	Virginia (2)	91,000

Scallop Landings (Gallons)

Benjamin Bros. II (1)	1,100	Peerless (1)	200
Buzz & Billy (2)	1,425	Rainbow (1)	600
Friendship (2)	700	Rockaway Belle (1)	550
Gloria F. (1)	550	St. Rita (3)	1,255
Mary Ellen (2)	725	Sunapee (2)	1,025
Muskegon (2)	960	Victoria (1)	90
New Dawn (2)	900	Whaling City (2)	2,000
Norseman (2)	1,275		

NEW BEDFORD

Adventurer (1)	20,000	Joan & Ursula (3)	42,600
Agda (2)	21,600	John G. Murley (1)	23,400
Arnold (1)	3,200	Julia K. (2)	8,500
Arthur L. (2	34,300	June Bride (2)	15,700
Austin W. (1)	9,000	Junojaes (2)	46,000
Babe Sears (1)	23,000	Kelbarsam (2)	14,900
Barbara (3)	23,600	Liberty (1)	5,700
Barbara M. (3)	25,500	Louis A. Thebaud (2)	16,500
Bernice (1)	2,600	Louise (2)	110,100
Capt. Deebold (2)	24,200	Maria-Julia (3)	13,100
Carl Henry (2)	92,300	Mary J. Hayes (2)	123,800
Catherine T. (1)	38,000	Mary & Joan (3)	148,300
Chas. E. Beckman (2)	19,600	Minnie V. (4)	33,100
Connie F. (1)	12,100	Molly & Jane (3)	38,000
Dauntless (4)	40,400	Noreen (2)	112,200
Edith (2)	17,100	Paolina (2)	50,000
Elva & Estelle (2)	27,400	Pauline H. (2)	126,700
Eugene & Rose (2)	32,000	Phyllis J. (2)	15,100
Eunice-Lilian (2)	38,900	Princess (1)	10,900
Gannet (2)	101,100	Rosemarie V. (1)	6,500
Gertrude D. (1)	10,600	St. Ann (2)	41,500
Gladys & Mary (1)	36,200	Shannon (1)	12,000
Growler (2)	34,300	S. M. Murtosa (3)	12,100
Harmony (2)	9,500	Solveig J. (1)	46,200
Helen B. (3)	19,400	Sonya (2)	29,600
Hope (2)	10,000	Stanley B. Butler (3)	171,000
Invader (2)	23,200	Teresa & Jean (1)	30,100
Ivanhoe (2)	24,300	Three Pals (4)	15,100
Jacintha (2)	70,300	Venture 1st (3)	47,600
Janet Elise (1)	3,400	Victor Johnson (3)	23,400
J. Henry Smith (1)	4,300	Viking (2)	55,300
Jimmy Boy (2)	22,400	Whaler (2)	107,200

Scallop Landings (Gallons)

Abram H. (2)	2,281	Malene & Marie (1)	1,125
Adele K. (1)	1,055	Marie & Katherine (1)	700
Alpar (1)	1,025	Marmax (2)	1,465
Amelia (2)	1,725	Mary Anne (1)	1,125
Anastasia E. (1)	700	Mary Canas (2)	866
Antonina (1)	850	Mary E. D'Eon (1)	1,055
Antonio (1)	700	Mary & Julia (2)	2,181
Bobby & Harvey (2)	1,725	Mary R. Mullins (1)	1,000
Bright Star (2)	1,975	Mary Tapper (2)	1,306
Camden (2)	2,130	Moonlight (2)	2,125
Carol & Estelle (2)	2,291	Nancy Jane (2)	2,180
Charles S. Ashley (2)	1,675	Newfoundland (1)	700
Charlotte (1)	600	Olive M. Williams (1)	1,125
Christina J. (1)	1,025	Palestine (1)	700
Doris Gertrude (2)	1,458	Pearl Harbor (2)	2,125
Dorothy & Mary (1)	1,125	Pelican (2)	1,575
Eleanor & Elsie (2)	2,175	Porpoise (2)	1,750
Elizabeth N. (2)	2,050	Red Start (2)	1,975
Fairhaven (1)	1,125	Ronald & Dorothy (1)	800
Flamingo (2)	1,825	Sea Ranger (2)	1,202
Fleetwing (1)	1,125	Smilyn (2)	1,675
Irene & Mabel (1)	600	The Friars (2)	1,825
Janet & Jean (1)	1,125	Ursula M. Norton (2)	2,250
Jerry & Jimmy (1)	1,125	Virginia (1)	166
Josephine & Mary (1)	1,681	Vivian Fay (2)	2,180
Kingfisher (1)	1,125	Wamsutta (1)	667
Liboria C. (1)	600	Wm. D. Eldridge (1)	1,125
Lubenray (2)	1,958		

GLOUCESTER

American Eagle (4)	48,300
Anna Guarino (8)	10,200
Annie (6)	5,200
Annie II (2)	1,400
Ann & Marie (2)	2,000
Anthony & Josephine (4)	11,500
Ariel (2)	3,500
Avocet (3)	3,000
Baby Rose (2)	232,000
Barbara C. (6)	6,800
Benjamin C. (2)	410,000
Bernie & Bessie (3)	2,500
B. Estelle Burke (2)	165,000
Bonaventure (2)	357,000
California (1)	15,500
Capt. Drum (4)	38,000
Cara Cara (2)	281,000
Catherine (1)	500
Catherine Amirault (1)	162,000
Charlotte M. (2)	220,000
Chebeague (6)	44,000
Cigar Joe (1)	4,000
Columbia (2)	426,000
Connie II (1)	1,000
Conquest (1)	135,000
Curlew (2)	371,000
Dartmouth (2)	193,000
Dawn (2)	1,200
Dolphin (2)	224,500
Doris F. Amero (3)	113,000
Doris H. (2)	1,500
Eleanor (4)	74,000
Eleanor Mae (3)	7,500
Emily Brown (2)	363,000
Estrela (2)	357,000
Felicia (1)	230,000
Florence & Lee (1)	100,000
Frances F. McPherson (1)	158,000
Frances R. (4)	23,000
Gaetano S. (2)	298,000
Golden Eagle (2)	268,000
Hazel B. (1)	110,000
Hilda Garston (1)	150,000
Holy Name (3)	15,000
Ida & Joseph (1)	17,000
Irma Virginia (5)	6,500
Jackie B. (4)	44,000
Jackson & Arthur (8)	10,700
J. B. Junior (4)	52,000
Johnny Baby (6)	10,000
Joseph & Lucia (2)	315,000
Josie II (2)	4,000
Julie Ann (2)	370,000
Killarney (2)	330,000
Kingfisher (2)	411,000
Leretha (1)	100,000
Linda B. (1)	500
Little Flower (6)	41,800
Madame X (3)	5,500
Malena II (1)	1,000
Margie L. (1)	1,000
Margie & Roy (1)	500
Maria Immaculata (7)	14,500
Marie & Winifred (2)	85,000
Mary (8)	10,500
Mary E. (2)	3,000
Mary F. Curtis (1)	153,000
Mary & Josephine (2)	401,000
Mary Rose (2)	315,000
Mayflower (2)	2,000
Mellena II (5)	7,500
Mother Ann (1)	201,000
Nancy (1)	16,000
Nancy F. (2)	15,000
No More (2)	2,000
Novelty (4)	6,500
Nyoda (2)	11,000
Philip & Grace (2)	277,000
Phyllis & Mary (5)	28,500
Pilgrim (2)	365,000
Pollyanna (2)	241,000
Priscilla (1)	500
Puritan (2)	293,000
R. Eugene Ashley (4)	160,000
Rita B. (2)	201,500
Roma II (3)	2,000
Ronald & Mary Jane (1)	165,000
Rose & Lucy (4)	40,000
Rosemarie (4)	20,000
Rose Mary (1)	5,000
Rosie II (1)	3,000
Rosie & Gracie (4)	88,000
Sacred Heart (8)	8,200
St. Anthony (2)	317,000
St. John (5)	7,100
St. Joseph (2)	22,000
St. Nicholas (2)	366,000
St. Peter (4)	53,000
St. Peter II (1)	180,000
St. Providenza (9)	8,700
St. Rosalie (2)	62,000
St. Victoria (2)	214,000
Salvatore & Grace (2)	22,000
Santa Lucia (8)	10,200
Santa Maria (3)	18,000
Sebastiana C. (4)	67,000
Serafina II (2)	30,000
Serafina N. (3)	29,000
Skilligolee (2)	82,000
Sunbeam (1)	73,000
Sunlight (2)	286,000
Sylvester Whalen (1)	126,000
The Albatross (2)	285,000
Theresa M. Boudreau (2)	380,000
Thos. J. Carroll (1)	63,000
Trimembral (9)	14,600
Viola D. (4)	16,000
We Three (3)	5,500
Wild Duck (1)	130,000

BOSTON

Acme (4)	7,700
Addie Mae (5)	6,700
Adventure (1)	59,300
Agatha & Patricia (3)	99,700
Alphonso (3)	4,600
Angie & Florence (1)	21,100
Annie & Josie (7)	11,300
Arlington (2)	378,000
Assertive (2)	192,200
Atlantic (3)	342,900
Ave Maria (7)	10,900
Barbara C. Angell (2)	251,500
Bay (2)	231,500
Bonnie (3)	482,600
Brighton (2)	219,500
Calm (2)	300,100
Cambridge (2)	257,500
Carmela Maria (5)	10,400
Carole June (2)	65,600
Catherine B. (Dragger) (2)	33,200
Catherine B. (L. Tr'ler) (3)	13,500
Clipper (2)	123,000
Crest (2)	284,000
Diana C. (6)	16,200
Dorchester (2)	214,300
Drift (2)	328,900
Eddie & Lulu M. (3)	1,400
Elizabeth B. (3)	229,600
Esther M. (3)	341,300
Famiglia (1)	3,800
Flying Cloud (3)	436,500
4-C-688 (4)	11,400
4-G-370 (3)	14,600
4-G-561 (1)	5,400
4-G-673 (4)	18,700
4-H-823 (5)	27,900
4-R-630 (3)	19,800
Francesca (5)	33,900
J. B. Junior (2)	230,500
Josephine F. (4)	21,000
Josephine P. II (2)	28,300
Josie M. (6)	10,200
Leonard & Nancy (3)	72,900
Little Joe (4)	16,100
Little Nancy (1)	11,900
Little Sam (7)	10,400
Lorine III (1)	11,700
Louise III (1)	12,700
Lucky Star (2)	229,300
Lynn (3)	318,000
Mabel Mae (3)	234,500
Maine (3)	474,500
Margaret Marie (5)	10,700
Maria Del S. (2)	1,100
Maria Giuseppe (4)	18,000
Marietta & Mary (2)	20,800
Maris Stella (2)	155,500
Marsala (1)	7,100
Mary & Jennie (6)	7,400
Mayflower (1)	2,200
M. C. Ballard (2)	203,400
Michael G. (5)	6,600
Michigan (2)	247,500
Nancy B. (2)	20,200
Nancy F. (1)	17,900
Neptune (3)	279,400
Nova Antonio (1)	3,900
Ohio (1)	121,000
Olympia (2)	51,000
Pam Ann (2)	174,000
Phantom (2)	304,800
Pioneer (7)	19,900
Plymouth (2)	258,600
Princess (6)	9,000
Quincy (2)	236,000
Racer (2)	294,900
Red Jacket (3)	397,000
Roma (6)	12,600
Rosalie D. Morse (2)	201,100
Rosemary (1)	2,100
Rosie (4)	10,800
Rush (2)	240,900
Sacred Heart (8)	7,100
St. Anna (4)	17,500
St. Francis (7)	9,800
St. Michael (2)	8,200
San Antonio (4)	14,300
San Calogero (7)	19,100
Santa Rita (4)	19,500
Santa Rosalie (3)	13,000
Savoia (5)	36,500
Serafina N. (1)	26,900
Six Bros. II (4)	20,600
Surge (2)	311,200
Texas (3)	318,400
Thomas Whalen (3)	288,800
Triton (2)	221,600
Wave (3)	452,000
Weymouth (2)	241,200
William J. O'Brien (2)	255,500
Winchester (3)	376,500
Wisconsin (2)	295,900

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Model B, 60 h.p. Model K, 95 h.p.

Model KL, 105 h.p. Model KBL, 131 h.p.

Model M, 130 h.p. Model ML, 145 h.p.

Model MBL, 158 h.p. Model W, 160 h.p.

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MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

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G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

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Alice M. Doughty (4)	79,800	Mary W. (1)	3,800
Althea (2)	59,500	Nora Sawyer (3)	7,900
Andarte (2)	156,100	Queen of Peace (3)	54,400
Araho (2)	187,300	Richard J. Nunan (1)	100,000
Carolyn & Priscilla (1)	45,300	Sea King (2)	66,000
Clara Louise (2)	141,700	Serafina II (1)	1,000
Elinor & Jean (3)	84,400	Silver Bay (2)	360,000
Ethel C. (1)	83,600	Theresa R. (1)	108,200
Ethelina (3)	132,500	Thomas D. (2)	77,900
Evzone (2)	68,000	Trinity (1)	21,400
Geraldine & Phyllis (2)	137,800	Vagabond (3)	120,800
Lawrence Scola (1)	4,300	Vandal (2)	168,300
Lilo (2)	3,000	Vida E. (4)	17,200
Lucy Scola (3)	3,400	Villanova (2)	166,400
Marjorie Parker (4)	25,300	Willard Daggett (2)	22,400

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America (6)	5,900	Mandalay (9)	22,700
Baby II (1)	400	Marise (15)	27,600
	*1,200	Mary A. (10)	27,700
Betty Ann (15)	59,700		*300
	*5,000	Old Mystic (11)	79,100
Betty Boop (11)	35,500	Our Gang (7)	5,500
Blackhawk (1)	10,400	Portugal (1)	1,300
Carolyn & Gary (11)	13,200	Russell S. (3)	20,100
Catherine (5)	15,900	St. Peter (11)	4,000
Connie M. (10)	68,800	Stormy Weather (3)	8,100
	*10,600	Theresa (4)	10,700
Fairweather (4)	5,600	Vagabond (11)	5,600
Harold (9)	4,000	Weezie May (2)	1,200
Irene & Walter (15)	43,500	William B. (17)	71,600
Jane Dore (9)	25,000	Wm. Chesebrough (8)	19,600
Lindy (8)	25,800		*3,000
Lisboa (11)	31,700		
	*7,400	* Trash Fish	

NEW JERSEY

"Irma Pauline" Rammed by Steamer

The *Irma Pauline*, which sails out of Otten's Harbor from the O. A. Huf docks, was damaged last month for the second time within a year. The craft, owned and captained by Ehlko Friesenborg of Wildwood, was fishing off Norfolk when a net became snarled in the wheel. She put in a call for help to the Coast Guard in Norfolk, and was taken in tow and rammed a half hour later by the Danish freighter *John Maersk*.

Although the damage has not been estimated from the latest accident, the boat was put on a marine railway in Norfolk where she is undergoing repairs.

Last year on February 7, the *Irma Pauline* was returning from a fishing trip off the coast of Virginia, and collided with another vessel as she neared the Rio Grande Ave. drawbridge.

Inland Waterway Improvements

Improvement of New Jersey's Inland Waterways, one of the most important problems concerning the progress and welfare of the six municipalities of Long Beach Island as well as other coastal sections of New Jersey, is expected to be given particular attention under the State budget for 1951-52.

For construction, reconstruction, dredging, maintenance and improvement of the inland waterways, including bulkheading of the Manasquan-Bay Head Canal, Governor Driscoll recommended an appropriation of $200,000.

Completion of dredging of Grassy Sound Channel, a section of the Inland Waterway, Otten's Harbor, Wildwood, and the elimination of an island situated at the mouth of Otten's Harbor Canal, has been completed.

Dredging operations in the vicinity of the Canal have proven extremely valuable to commercial fishermen and others who make use of the harbor facilities. The island at the harbor entrance was a definite hazard to navigation for both commercial and party boats.

Fishery Products Demonstration

Miss Jean Burtiss of the Fish & Wildlife Service held a fishery products demonstration last month for all Cape May County homemakers. The demonstration featured various types of fishery products, and information was given regarding the nutritive value of them, how to market for good fishery products, and the proper care and storage of fish in the home. Miss Burtiss prepared six recipes, using New Jersey seafood.

Canadian Report

By C. A. Dixon

During 1950, Canadian fishery products to the value of $118.5 millions were exported, an increase of 11.9 percent over the total of the previous year. Shipments of canned fish were 17.6 percent lower, foreign sales of canned salmon in particular declining by $1.6 millions. Exports of pickled fish, fish meal and vitamin oils also were lower than in 1949, but these losses were more than offset by gains in other categories. Exports of fresh and frozen, whole or dressed fish were $10.2 millions higher, while those of fresh and frozen fillets increased by $3.8 millions.

January landings of sea-fish on the Atlantic Coast of Canada (apart from Newfoundland) amounted to 19,666,000 lbs., an increase of 27.4 percent over the total for January 1950. The landed value—$1,687,000—was 15 percent higher than in the same month last year.

Owing to the almost complete failure of winter seining of sardines this year, although some few catches have been made now and then, the only activity in fishing circles at Campobello is trawl fishing for codfish. But only a few boats are engaged in the work, since haddock fishing ended earlier in the Winter. This kind of fishing was followed much later this Winter than in previous years due to the comparatively mild weather. Prices for cod of course, are much lower than those received for haddock, and earnings are not so attractive, which accounts largely for the cutting down of the trawl fishing fleet.

New Clam Cannery Proposed

According to current report there are prospects of Grand Manan having a clam canning factory, which may be established at Woodward's Cove. Just now clams are being dug in the Woodward's Cove-Grand Harbor area by 25 fishermen who have to boat the shellfish to Chamcook or Black's Harbor, N. B., in order to sell them. They are getting $5.60 a barrel.

Sardine fishermen who viewed with dismay the wreck of the Robbinston, Me., sardine factory of the Seaboard Canning Co. of Lubec, which was caused by the great windstorm in the first week of February, have been heartened by the report that the factory will be rebuilt, the new modern building to be placed entirely on land. The Robbinston factory serves as a market for the entire St. Andrews Bay region, and Canadian fishermen as well as American, depend upon this outlet for their product during the entire canning season, to a very substantial degree. The Robbinston factory is located just across the St. Croix River estuary from St. Andrews on the Canadian side of the line.

Weir-Building Starts Early

So mild was the month of February that talks of weir-building in different fishing communities along the Charlotte County coast and the islands started much earlier this year, and were backed up by preparations such as the early delivery of weir material from the woods to the banks, and in some cases to the making of rackbands. Some haven't much to do this year in order to put their weirs in good fishing condition due to no ice damage. Others have long hard jobs on their hands as weirs in exposed places were badly damaged by gales and heavy seas. No matter what kind of Winter prevails, there is always plenty to do in regard to the rebuilding of weirs. It is understood that some new structures will be built this Spring.

It is expected that sardines will bring a higher price this year than last. Stocks of canned goods have been depleted, and in so far as the Canadian canneries are concerned, the year 1951 should be one of the best ever, provided fish are plentiful enough to keep the factories running steadily.

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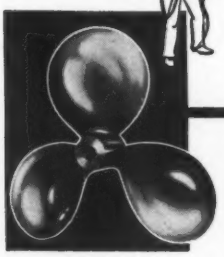

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Ship Conversions for Factory Use

(*Continued from page 15*)

processing vessels means that ship's stores facilities present no great problem. In all cases the vessel leaves the home port for a fairly distant operating ground and must, therefore, carry a considerable quantity of consumable stores. However, the catch is fairly evenly distributed throughout the whole operating period. Thus, it is conventional for the regular cargo holds to be used on the outgoing voyage for ship's stores. As they are consumed, their place in the hold is taken by the fish products.

Stability has, of course, to be investigated in fish processing vessels, but in the types utilized to date, no stability problem has been introduced by the special character of the work. The ships leave with a large tankage and cargo space in the bottom filled with a fair amount of stores, provisions, supplies, etc. As they load on the processed cargo the oil and water is taken out of the bottom tanks and the worst condition is generally on arrival home with full cargo and no fuel.

The provision of an adequate supply of fuel and fresh water is always a problem on fish processing vessels. The mother ship type of vessel has to provide large quantities of Diesel oil for the attendant fleet and large amounts of fresh water for cannery service.

There is usually no particular problem in providing tank capacity for the operation of the main engines and generators. The trips to and from the grounds are fairly long, but no longer than usually expected on an average commercial vessel, and the consumption for generating and heating purposes when on the fishing grounds is a relatively small matter. There is, however, the problem of providing sufficient tank capacity to supply the fleet of boats that goes along with the ship.

Tanks May Be Used for Diesel or Fish Oil

In the *Pacific Explorer*, the space abreast of the shaft alley under No. 4 and 5 holds is fitted with tanks for either Diesel or fish oil. In operation in southern waters, these tanks have been entirely used for Diesel oil. By means of spectacle flanges in the pipe lines, the tanks can be changed fairly readily from fish to Diesel oil service.

In northern waters, the plan was to fill the tanks with Diesel oil going north, to clean the tanks by means of a Butterworth system and to use them for the carriage of fish oil as the Diesel oil was expended. However, this was found to be unnecessary in service, since one pair of tanks was sufficient for all the oil obtained from the bottom fish in the Bering Sea. The remainder of the tanks gave sufficient capacity of Diesel oil for the fishing boats.

The *Pacific Explorer* depends on evaporators for maintaining an adequate supply of fresh water. In southern waters, this problem was aggravated because she had to supply water not only to the small vessels but also for her own ice making tank. This required as much as ten tons a day.

In northern waters, ice was not as important and the ice-making plant was not operated, but a large quantity of fresh water was required for washing the catch while it was being processed. In addition, the reduction plant steam cooker required a considerable amount of direct contact steam which again increased the water demands. The evaporators on the *Pacific Explorer* had a total capacity of 12,000 gallons per day between them, which was sufficient, but none too much.

Sanitation

Sanitation is a serious problem on all fish processing vessels. In the *Pacific Explorer* because of the large quantities of salt water used in washing the fish to be filleted, special precautions were taken to ensure its purity. A sea chest was installed forward of the forepeak bulkhead and a special salt water cannery service pump was fitted in the flat over the forepeak tank. It was thought that with the vessel lying at anchor, the taking of salt water for this service from as close to the bow as possible would prevent contamination of the sea water from the vessel's sanitary outlets.

Gloucester Fishermen Oppose Anti-Purse Seine Bill

Commercial fishing interests, including Gloucester mackerel seiners and whiting fishermen, last month raised strong objections against legislation which would forbid use of purse seines for taking fish within one mile of the shores of Martha's Vineyard.

The gist of the opposition expressed by Gloucester interests was that the proposed ban on use of purse seines for the taking of fish in waters within one mile of the shoreline of Dukes County would drastically interfere with fishing for mackerel, although the ban is aimed principally at menhaden seiners.

Raymond Kershaw of Manchester and Gloucester spoke for owners of 53 vessels in the Gloucester Whiting Boat Association. Commercial fishermen claim that menhaden drive other food fish from the waters because of the large schools which come off the Massachusetts shore.

Heading opposition to the measure was Francis W. Sargent, State Director of Marine Fisheries, who said that the plan was not based on sound conservation. He stated that the ban would affect mackerel fishing in the State, and contended that policing had shown there were no violations by draggers or seiners in taking bass or bluefish.

He further said that the fishing activity there is of vital importance to the agricultural life of the State, and it was pointed out that one fleet of boats brings in catches used by a New York meal concern which is now a Massachusetts corporation.

Find Lifeboat from "Gudrun"

A lifeboat picked up in the ocean off Newfoundland on February 15 was identified positively as one coming from the Gloucester trawler *Gudrun*, which disappeared in January with the loss of 17 crewmen.

The lifeboat, picked up 65 miles southeast of the *Gudrun's* last known position, was towed to St. John's, Nfld. and identified by representatives of the owners.

Several Draggers Change Hands

The dragger *Columbia*, which has broken several production records in the Gloucester fishing fleet, has been sold by Ray Adams, Capt. Ben Pine and Capt. Bert Hemeon to Ignatius Palumbo, James Bordinaro and Salvatore Limone, who conduct the Empire Fish Co. These three men also purchased the draggers *Puritan* and *Pilgrim* from Ray Adams and Capt. Pine.

The *Lois T.*, which formerly belonged to Capt. Peter Tysver, is now owned by Capt. Jack Barbara of Gloucester. The vessel has been engaged in gill netting for some time.

"Jennie and Lucia" Has Rough Trip

The Gloucester dragger *Jennie and Lucia*, Capt. Peter Testaverde, experienced severe Winter weather in southern waters on a recent trip, and at one time the vessel was struck by mountainous waves and winds up to 90 miles an hour.

The craft reached Norfolk completely sheathed in ice, and the crew reported that on one occasion a big sea came over the side of the 97' vessel, carrying away a stern hatch cover, which let water into the dragger and flooded the engine room.

Ice covered over the windows in the wheelhouse, and a man was stationed on the deck to watch for buoys. Ordinarily a man stays on watch for an hour, but ten minutes was as long as anyone could stand it that night.

Giant Redfish Landed

A giant redfish, five times as big as an average "large" redfish, was contained in a 190,000-lb. fare landed last month by the dragger *Estrela*, Capt. Manuel Marques, which had been fishing off Newfoundland. The big fish was 27" long and weighed 13½ lbs.

Capt. Salvatore Ciaramitaro

Capt. Salvatore Ciaramitaro, 76, well known retired fisherman, died on February 26 at his home in Gloucester, where he had resided for over 50 years.

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Compact — Rugged — Accurate
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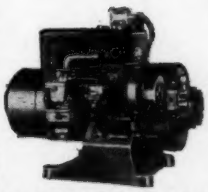

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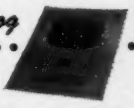

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Vineyard Bailings

By J. C. Allen

March is hull-up and dead ahead, as we pen this log, and February has sagged down in the wake. The weather has not been encouraging, for the most part, although it must be admitted that it has been nowhere near as bad as it might have been. Still it has breezed just enough to knock seven bells out of many a trip, it has snowed just enough to let all hands know that such things are still possible, and it has been cold enough to convince the gang that the old-fashioned Winter is not entirely a thing of the past.

All of this adds up to just one thing, neither hard-up nor hard-down. For, as all hands must admit, if the expectation was weather so hard that you couldn't fish at all, then nobody would fit-out. Or if, on the other hand, the expectation was a general run of moderate weather, then the hard spots would be few and exceptional. Maybe we are heading for that variety of Winter, but it hasn't quite arrived as yet.

The general result of all this may be summed up in a darned few words. The luck, laying as it does, in blue water, only the deep-legged vessels got a crack at it. With a breeze every three days, the trips off-shore were mostly broken ones, and consequently the total receipts were below what the requirements of business specify.

Inshore, the little fellows spent a heluva lot of time laying to the dolphins, and eventually when they thought there was a dollar in trash, they tried it. Well, the results were not such as to cause a jump in the bloodpressure, not by a darned sight. They got some fish, yes, but they didn't get enough, and that is just the story.

We don't believe that the story here differs much from that elsewhere. It doesn't seem sound or look well to us. But it is not the whole story, as we see it; but being an aged fossil, we don't expect too many men to see it as we do. Because we can remember lean times before and what happened as a result. We don't see any signs of anyone doing anything about this present situation except gripe, and griping never earned anyone a damned thing since the days of Adam, and you lay to that!

But to get back on soundings, the bright spot inshore is the continued expansion of the shell-fisheries. Edgartown and Tisbury have both taken action during the month which should add plenty to the natural resources of these towns. All hands who play around in hip boots and sharpies are learning things, and 'tis all to the good.

The bright spot too, includes the movement of surface fish which should attract the attention of somebody, and will, eventually. It is foolish, as it seems to us, for any human parsnip to figure that he can't go fishing except with an otter-trawl, and not even with that unless the blasted sole run thick enough to give him a living. Hell's bells, men haven't been otter-trawling in these waters too many years, and they made money before that. We will agree that older methods had to be abandoned because the surface fish played out, so all right; but now, if they are returning, as it looks, why are the old methods obsolete?

Now moving into deep water, we had this situation in February, all of February. Our deep-legged vessels landed more fluke than anything. This, mind, in mid-Winter. Oh, there were some tile, which gives all hand an indication of where they fished, some few cod; and latterly in the month, they picked up a few scup and sea bass, which is also significant.

We don't know any more about these things than anyone else, and probably a whole lot less than many a man. But doesn't it seem reasonable that if flukes are laying in deep water now, it is the same body of fish which would, if they were caught, move inshore when the weather warms up? It seems so to us.

And if this is accepted as true, are these lads doing a good job for themselves or are they spiking the future

luck? That is the question. Nobody can tell these lads to lay off fishing. Nobody can tell them to tie up their boats until June, for example, and then fit-out. We know that as well as anyone. But what we begin to wonder is this: did the old-timers lay up during the Winter because they had to, or was it because it insured their season inshore? It must be remembered that these waters have been fished for 300 years, and plenty of those old birds knew their way around. So we wonder, and we will continue to wonder.

One thing seems certain, a brand-new cycle is beginning where the Summer fluke is concerned. We know this by the fishing inshore during the past three-four Summers, but particularly the last two. If it keeps on swinging as it has started to do, it means things to talk about. But how is this Winter interference with the fish going to affect it? That is anybody's guess.

If the annual program of the average sea-skimmer frequenting this neck of the ocean, was the same 30 to 35 years ago, we would say with deep conviction, that the coming Summer would bring luck chin-deep to a cussed giraffe. Old as we are, and out-of-date as most men would agree, we still believe that there is a season, and a good one, for a man who will gamble a little. We are still able to watch the eddies, same as we were taught by the old-timers, and "there are fish in their ribs."

South Carolina Seed Oysters Being Transplanted To Maryland Waters

Biologists of the Bears Bluff Laboratories in South Carolina and the Chesapeake Biological Laboratory at Solomons, Md. are trying experiments in the production of seed oysters in South Carolina and their subsequent growth when transplanted to Maryland waters.

A major problem in Maryland oyster culture is the production of sufficient seed oysters to meet the needs of the State and of private planters. In South Carolina waters the opposite condition prevails. Oysters set in such great numbers as to cover up and crowd out the larger oysters so that it is difficult to produce a high quality market product.

Different methods and times of planting shell in South Carolina are being tried in order to produce the desired intensity of set on the shells and to prevent the attachment of too many young oysters which would become matted into coon type oysters before the transplanting season.

A number of bushels of high quality shell plant seed were purchased by Maryland last Summer from the Bears Bluff Laboratories and transplanted during November. They came through their long journey in excellent condition. Batches were held out of the water for varying periods in order to test the effect of delays in transportation. Plantings of the seed oysters were made in different areas of Maryland to determine their growth under diverse conditions.

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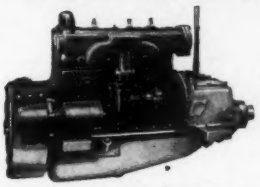

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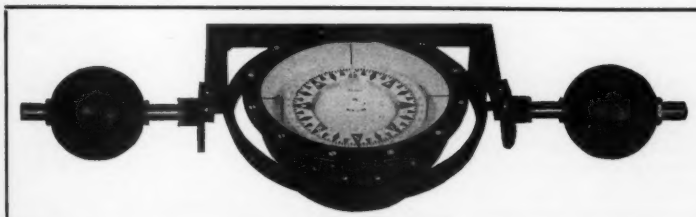

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Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

ANCHORS
Danforth Anchors, 2121 Allston Way, Berkeley, Calif.
*Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES—Storage
Atlantic Battery Co., 59 Prentiss St., Boston 20, Mass.
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Surrette Storage Battery Co., Salem, Mass.

BOILERS—Heating & Burners
Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

BOOTS
United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING
J. F. Carter Co., Beverly, Mass.
United States Rubber Co., Rockefeller Center, New York, N. Y.

COLD STORAGE
Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES
John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.
*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.
*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

CORDAGE
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
The Edwin H. Fitler Co., Philadelphia 24, Pa.
*New Bedford Cordage Co., 131 Court St., New Bedford, Mass.
Tubbs Cordage Co., San Francisco, Calif.

DEPTH FINDERS
*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
Bludworth Marine, 92 Gold St., New York 7, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.
*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

DIRECTION FINDERS
Bludworth Marine, 92 Gold St., New York 7, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ENGINE CONTROLS
Westinghouse Air Brake Co., Wilmerding, Pa.

ENGINES—Diesel
The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Cummins Engine Co., Columbus, Ind.
Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.
Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
The Edson Corp., 141 Front St., New Bedford, Mass.
*Enterprise Engine & Machinrey Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
Flagship Engine Co., Lynch Cove, Baltimore 22, Md.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Engine Division, Springfield, Ohio.
*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
*Red Wing Motor Co., Red Wing, Minn.
Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.
Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

ENGINES—Gasoline
*Chris-Craft, Marine Engine Div., Algonac, Mich.
*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
Flagship Engine Co., Lynch Cove, Baltimore 22, Md.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minn.
Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.
*Universal Motor Co , 436 Universal Drive, Oshkosh, Wis.

FISHING GEAR
*F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY
Enterprise Engine & Machinery Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FLOATS
New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

GENERATING SETS
The Buda Co., Harvey, Ill.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
*D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

GENERATORS
The Imperial Electric Co., Akron, Ohio.
*D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.

HOOKS
Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.
*O. Mustad & Son, Oslo, Norway.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS
Gifford-Wood, Hudson, N. Y.

LORAN
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS
*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
Brownell & Co., Inc., Moodus, Conn.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Joseph F. Shea, Inc., East Haddam, Conn.
A. M. Starr Net Co., East Hampton, Conn.

OIL—Lubricating
Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
Socony-Vacuum Oil Co., Inc., Marine Sale Dept., 26 Broadway, New York 4, N. Y.

OIL—Penetrating
Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PAINTS
Henderson & Johnson, Inc., Gloucester, Mass.
*International Paint Co., Inc., 21 West St., New York, N. Y.
George Kirby, Jr. Paint Co., 14 Wall St., New Bedford, Mass.
*Pettit Paint Co., Belleville, N. J.
*Pittsburgh Plate Glass Co., Pittsburgh, Pa.
*C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., New York 17, N. Y.

POWER TAKE-OFFS
*Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS
*Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS
The Edson Corp., 141 Front St., New Bedford, Mass.
Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

RADAR
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Submarine Signal Div., Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RADIO RECEIVERS
National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Standard Electronics Corp., 25 W. 43rd St., New York 18, N. Y.
*Submarine Signal Div., Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—Galley
"Shipmate": Stamford Foundry Co., Stamford, Conn.
"WebbperfectioN" Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

REDUCTION GEARS
Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.
Western Gear Works, 2600 E. Imperial Highway, Lynwood, Calif.

RUST PREVENTIVE
Sudbury Laboratory, Box 780, South Sudbury, Mass.

SHIPBUILDERS
Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
Diesel Engine Sales Co., Inc., St. Augustine, Fla.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

SILENCERS
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

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The Edson Corp., 141 Front St., New Bedford, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS
*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
Hathaway Machinery Co., New Bedford, Mass.

VOLTAGE REGULATORS
Wharf Machine & Electric Co., Inc., Fish Pier Road, Boston 10, Mass.

WHISTLES
*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WINCHES
Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
Hathaway Machinery Co., New Bedford, Mass.
Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE
American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
*Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

odor. Another chemical treatment is used to break the mass down into what is technically known as the amino acids. Oils and vitamins also are liberated. Vitamin A and B groups come from the fish refuse, while Vitamin E is obtained from the shrimp and crawfish heads.

When the chemical stages are completed, three separate products are ready for the market: a vitamin and mineral-laden water for the livestock and poultry feed manufacturers; an oil for the drug trade; and a special type fertilizer for greenhouses.

EXPRESS RATES The Interstate Commerce Commission recently decided that the REA proposal in the Express Minimum Charge case was not just and reasonable, but did allow an increase of the minimum charge to $1.25. The 100-pound rate was not allowed, nor was the floor of $1.50, but the jump to $1.25 from present minimums of 75c and 83c in different areas is an increase of consequence, even though the proceeding as a whole was considered a victory for the fishing industry.

An appeal will be made by the National Fisheries Institute in the hope that a new decision more favorable to the industry can be obtained.

FISH FOR GREECE The ECA has authorized the expenditure of $150,000 for the purchase from the United States of canned fish for Greece. The authorization excludes the purchase of canned shrimp, crab, lobster, salmon and tuna. The contract period runs through June 30, with the terminal delivery date set for August 31.

FILLET IMPORTS Groundfish fillet imports from five countries during January amounted to 9,391,400 lbs., which is more than twice as much as came into this nation in January 1950, when the total was 4,273,450 lbs.

Canada alone sent 6,249,300 lbs., including redfish, compared to 3,881,300 lbs. in January 1950. Iceland was next with 2,517,600 this January, but only 315,550 last year.

FACTORY SHIP LANDINGS Chairman Hart of the Merchant Marine and Fisheries Committee of the House has introduced H.R. 2641, which is a bill entitled "To revise, consolidate, and codify the navigation laws relating to admeasurement, documentation, entry, clearance, coastwise, foreign trade, and United States fisheries, and for other purposes."

Of particular interest to the fisheries is Section 703 (c) which is intended to prevent a foreign factory or mother ship engaged in fish processing from directly landing its cargo in the United States.

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Rates: $1.00 per line, $5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

MARINE BARGAINS

Party or work boat 43′ x 12′ x 3′, built in Maine 1950, fully equipped for 50 passengers, 125 hp. Pontiac 8 cylinder engine, fresh water cooled and with reduction gear new 1950. Asking $6,800. Want offer.

Flush deck fish boat, pilot house forward. Built in Maine 1931, good condition. 43.5′ x 10′6″ x 4′, 6-121 Gray, new '48, used very little. 2:1 red. gear. Asking $3,250. Want offer.

Party or seine boat built in Vinalhaven, Me. 1948. 40′6″ x 11′ x 3′6″, trunk and shelter, sleeps 2, room for 4. Galley toilet and long s.b. cockpit. Heavy construction and material, Chrysler powered, cruises 14 miles, asking $8,000. Try offer.

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ENGINE

One four-cylinder Atlas Imperial Diesel engine, approximately five years old. This engine is in excellent operating condition and is currently being used in the dragger *Diana C.* of Boston. This engine will be removed from the vessel late in February and will then be available for purchase. Inquiries should be directed to J. H. Westerbeke Corp., 280 Northern Ave., Boston, Mass.

ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8¾, 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, $2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

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Two oyster boats, *Emily Mansfield* and *Xray*. Boats are dredging daily.

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Fully equipped for dragging, 38′ x 12′7″ x 5′8″. Power, Chrysler Crown motor, 115 hp., good condition. Ship-to-shore radio. Boat also good for codfishing. Price $1750. John Dimmlich, 21st St., Spray Beach, N. J. Telephone Beach Haven, N. J. 3-3913.

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62′ dragger for sale, 200 hp. heavy duty engine. Call or write J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass. HUbbard 2-6050.

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A few exceptionally good draggers, 36′ - 105′, available at fairly reasonable prices. Now is the time to buy a fishing boat.

Eastern dragger, 65′ x 17′ x 8.3′, built 1944, all oak. 8-cyl., 165 hp. Superior Diesel. Rigged one side, completely equipped.

Eastern dragger, 64′ x 17′ x 10′, built 1948. Extra heavy construction. 265 hp. Hendy Diesel. 2400 gals. fuel capacity. Rigged both sides. Ices 60,000 lbs.

Others, smaller and larger. Inquiries answered promptly and accurately. All listings subject to a careful survey and open to reasonable offers.

New and used engines and fishing gear. Edwin B. Athearn, Marine Broker, Falmouth, Mass., Tel. 409-W. "A boat to suit your requirements".

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New Columbian 56″ diameter, 32″ pitch, 3-blade, right hand propeller, 3¾″ bore. Call Everett, Mass. 7-4765.

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Hercules Diesels, 150 hp., with 2:1 reduction, Chrysler Royals and Crowns, GM and Buda Diesels. Reasonable as are, or completely rebuilt. J. W. Helwege Co., 1 Woodcleft Ave., Freeport, N. Y.

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Lathrop 1-cylinder, 5 hp., 2-cycle make and break engine, in good running condition, with muffler and propeller. Parts still available. $35.00 f.o.b. Fall River, Mass. Write R. T. Loring, Leverett B-51, Cambridge 38, Mass.

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86′ dragger, good condition, 5 years old, ready for fishing, with fishing gear, capacity 80,000 lbs. 250 hp. Cummins Diesel, 5 years old. Wooden pilot house, telephone, radio compass, sounding machine. Boat *Marjorie*, 274 North St., Boston, Mass., Tel. CA-7-2578.

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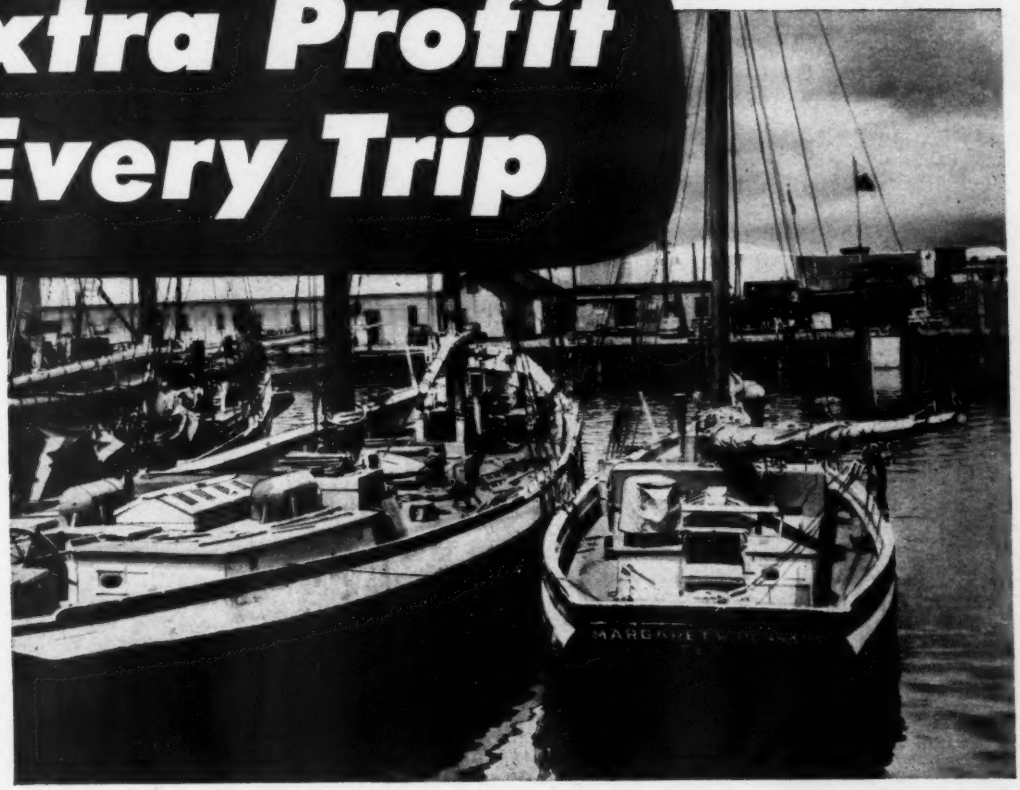

ONE of three GM Diesel-powered boats in the snapper fleet of E. E. Saunders & Co., Pensacola, Florida, the 60-ft. "Margaret W" made 15 trips to Mexico's Campeche Bay last year and came home with heavy loads every trip.

Powered by a 3-cylinder GM Series 71 Diesel, turning a 30" x 18" propeller, this little schooner used only 700 gallons of fuel on a 20-day trip. In addition to a pay load capacity of 20,000 pounds, she carries 800 gallons of fuel which gives her a safe cruising radius of 1500 miles.

Like most skippers, Capt. J. Rathel likes GM Diesel's smooth, steady flow of power and the GM hydraulic shifting which makes for easier handling. He reports extremely low upkeep—no major repairs in three years' operation.

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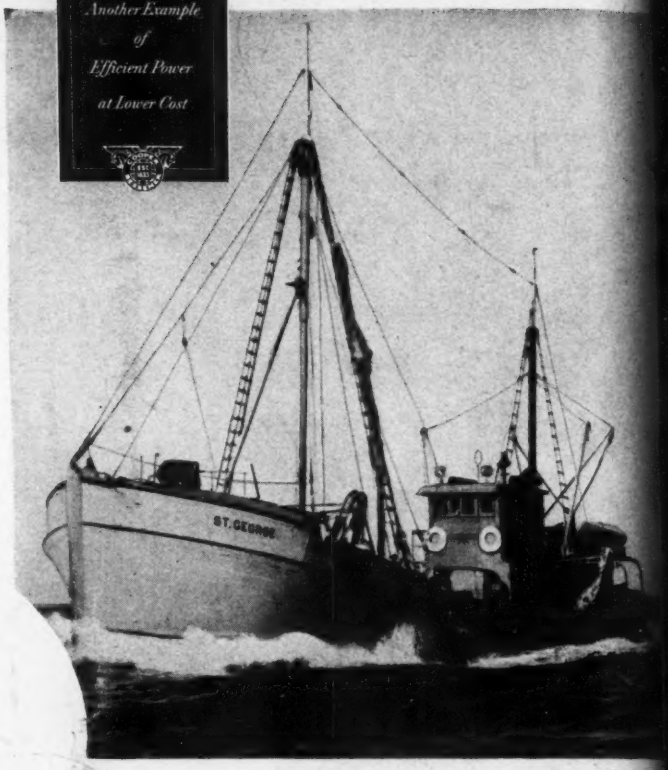

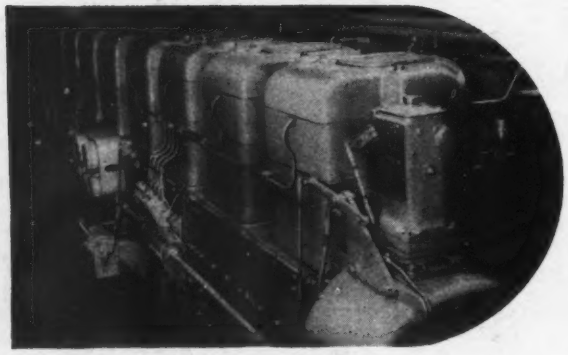

"St. George", 110 ft. trawler, designed by Albert Condon, built in 1940 by Snow Shipyards, now powered by a long-lived Cooper-Bessemer JS-8, rated 550 hp at 325 rpm.

Captain Clyson Coffin, skipper and owner of the repowered "St. George".

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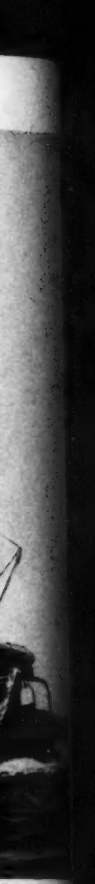

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